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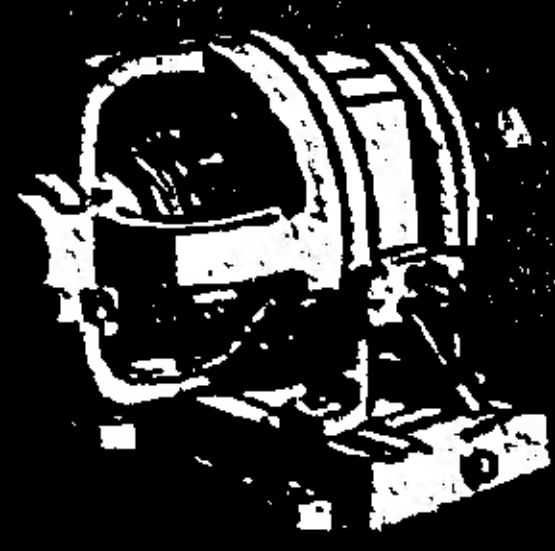
The Hongkong Telegraph.

(ESTABLISHED 1881).

69226 貳拜禮 號七月九英港香 TUESDAY, SEPTEMBER 7, 1920. 日五廿月七

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G.E. MOTORS



ANDERSEN MEYER & CO. LTD.

REUTER'S TELEGRAMS.

THE STARVING LORD MAYOR.

GOVERNMENT REMAINS FIRM.

MR. BONAR LAW'S IMPRESSIVE REPLY TO LABOUR.

London, September 5.

Mr. Bonar Law, replying to the Labour Party's appeal for the release of the Lord Mayor of Cork, points out that McSwiney was one of the leaders of the Irish Republican Army which had declared itself to be at war with the forces of the Crown and, according to his own written word in one of the seditious documents in his possession for which he was convicted, he and his followers were determined to pursue their ends, asking for no mercy and making no compromise. He was arrested while actively conducting the affairs of the rebel organisation under the cover of a Mayoral court, and had been taken at his word and dealt with as an avowed rebel according to the circumstances.

On his capture, he would have been liable immediately to be shot. Instead, he was tried by a legally constituted tribunal and sentenced to a moderate term of imprisonment and given immediately all the privileges of a political prisoner. From the moment of his arrest he sought to defeat the ends of justice and reduce the forces of the Crown to impotence by refusing food, no doubt in the belief that that course would lead to his speedy release. It is the clear duty of the Government not only to take every step possible to suppress disorder in Ireland but also to protect those brave men who are carrying on their duties as servants of the Crown in daily peril of their lives. To release prisoners, who like the Lord Mayor had been guilty of complicity in a movement which uses as one of its main instruments assassination and outrage, would be nothing short of a betrayal of those loyal officers on whose devotion to duty the fabric of social order in Ireland rests.

Since the arrest of the Lord Mayor fifteen officers had been brutally and treacherously done to death without even a chance of defending themselves. Surely the sympathy which had been given in such full measure to the Lord Mayor, whose condition had been brought about by his own deliberate act, is due rather to the bereaved widows and families of murdered Irish policemen. The Government fully realises how large a part sentiment plays in all human affairs, and if it were possible, they would gladly have taken the attitude of the English King who said of his opponent, "He is determined to make himself a martyr and I am equally determined to prevent it." Greatly as the Government sympathises with those who desire to see peace and order restored in Ireland, they cannot take a course, which, as the Prime Minister had said, would inevitably lead to a complete breakdown in the whole machinery of law and government. The policy of the Government had been made clear from the outset and if the Lord Mayor dies in prison the responsibility will rest in some degree upon those, who, by their repeated appeals, have encouraged the belief that the Government would prove insincere in their determination and in the hope that, notwithstanding all declarations to the contrary, his misguided action would lead eventually to his release.

Later.

It is reported that the condition of McSwiney was unchanged this evening.

AN APPEAL FROM AMERICA.

New York, September 4.

Mayor Hyland has cabled to Mr. Lloyd George, urging him "not to disgrace our war aims by further imprisoning the Lord Mayor, whose heroic fortitude has won the admiration of all who believe in rule of the people by the people."

MR. LLOYD GEORGE'S REPLY.

Lucerne, September 6.

Mr. Lloyd George, replying to the request by Mayor Hyland of New York for the release of the Lord Mayor of Cork, states politely but firmly that he cannot interfere with the course of justice and the law.

TRADE UNION CONGRESS.

THE PRESIDENTIAL ADDRESS.

London, September 6.

The anxiously awaited Trade Union Congress, which it is hoped will avert the threatened coal strike by securing a mediation between the miners and the Government, opened at Portsmouth today. In the presence of over 950 delegates, Mr. J. H. Thomas, M.P., delivered his Presidential Address. He said that looking at the position at home and abroad, he would indeed be an optimist who could find occasion for anything but apprehension. Mr. Thomas went on to justify the formation of the Council of Action, and declared that the Council was determined to see that the objects for which it was erected, namely the complete independence of Poland which it was erected, namely the complete independence of Poland and peace with Russia, was carried out and, having done that, it would be content with the result of its labours. Mr. Thomas did not believe that the workers were anxious merely for the sake of fighting, but the other side must understand that the years of sacrifice which had placed the worker in the position he holds to-day must not be lost and that they would be prepared, not as a section but as a movement to accept any challenge to their industrial freedom or economic emancipation.

Mr. Thomas, referring to Ireland, said:—The position in Ireland to-day is dangerous and sooner or later cannot fail to result in open conflict, the effects of which would shake the very foundations of the Empire. The Irish people can still be made friends of England. Let the Government drop the present Bill and cement that friendship with a bold and clear recognition of Dominion Home Rule. Let the Government realise that militarism in Ireland had failed as it was bound to fail. You cannot drag a nation by the sword.

HOME CRICKET.

London, September 4.

Yorkshire beat Marylebone by nine wickets.

The South beat the North by 52 runs.

REUTER'S TELEGRAMS.

EX-KAISER UNREPENTANT.

SIGNS AS "EMPEROR AND KING."

London, September 6.

That the Ex-Kaiser is still unrepentant is shown by his telegram in answer to congratulations from the Association of German Officers on the occasion of the anniversary of the Battle of Tannenberg. He says: "I heartily thank the officers for their loyal remembrance, and would that the Fatherland might have another Tannenberg. Wilhelm, Emperor and King."

GERMAN APOLOGIES TO FRANCE.

FOR BRESLAU INCIDENT.

Berlin, September 2.

The German Foreign Minister and the Prussian Minister of the Interior have visited the French Embassy and expressed to the French Ambassador the apologies of the German Government for the attack on the French Consulate at Breslau.

OFFICIAL DISMISSED.

Berlin, September 5.

It is semi-officially announced that the Prussian Government has dismissed Eugen Ernst, who is described as the Social Democratic Police President of Breslau, in connection with the affair mentioned on the 1st instant. Ernst says he was absent at the time of the outbreak and he was relieved by officers who were directly responsible. Eleven arrests have been made.

SOCIALISATION OF GERMAN MINES.

COMMISSION DIVIDED IN OPINION.

Berlin, September 4.

The so-called Socialisation Committee has concluded its deliberations on the question of socialising the coal mines. The opinion of the Commission is divided, one party favouring immediate and complete socialisation whilst the other proposes gradual socialisation, with the present retention of private capital. The Commission is unanimously of opinion that a far-reaching elimination of capitalistic profits in coal mining is requisite.

The Majority Report recommends the formation of an Imperial Coal Council which shall hand over all profits to the State and fix prices. The Council will include representatives of the officials, miners and consumers.

SINN FEINERS' NEW RUSE.

ROBBERY IN MILITARY UNIFORMS.

London, September 6.

An official report from Dublin announces a new Sinn Fein ruse. Sinn Feiners wearing military uniforms, appeared at the Police Barracks at Beleck, Fermanagh, entered the building unopposed, whipped out their revolvers and overpowered the Garri on whom they locked up in an outhouse. Others meanwhile locked the doors of a church where the remainder of the Garrison were attending Mass. The raiders subsequently drove off in automobiles with all arms and equipment.

LEAGUE OF NATIONS.

TO DEAL WITH PASSPORT QUESTION.

London, September 4.

The League of Nations announces that a Committee connected with the Brussels Financial Conference will meet at Paris on September 18 to examine the principles on which the expenses of the League should be distributed among its members. The Committee will include a representative from India. The League's transit organisation will meet at Barcelona in January to deal with questions affecting international travel with a view to eliminating the present inconveniences, to re-establish normal conditions, to simplify Customs formalities, and to secure better regulations for obtaining passport visas and a reduction of the fees therefor. Ex-emergency countries will be invited to send representatives on the special sub-committee.

TYPHUS IN EUROPE.

APPEAL FOR IMMEDIATE HELP.

London, September 4.

Owing to the danger of the typhus epidemic in Poland and Galicia becoming an international menace, Mr. Balfour, on behalf of the League of Nations Council, has appealed to the various Governments for the immediate provision of £250,000 of the £10,000,000 required for combating the menace. He emphasised that recent military events made the need of relief more urgent.

THE ELECTRICAL TRADES DISPUTE.

COURT OF INQUIRY APPOINTED.

London, September 5.

As regards the Electrical Trades lock-out the Minister of Labour made a statement this evening that as the resumed negotiations which had continued since September 3 had failed to end the dispute he had decided, in view of public anxiety and the desirability of furnishing the public with an impartial statement on the question, to appoint, under the Industrial Courts Act of 1919, a Court of Inquiry to investigate the causes and circumstances of the dispute. The Minister has suggested to both parties, pending the report of the Court of Inquiry, a resumption of work by the strikers and the suspension of the lock-out notices by the employers.

REUTER'S TELEGRAMS.

THE MINERS' DEMANDS.

APPROVAL OF IMPARTIAL MEDIATION.

London, September 4.

The *Sunday Times* publishes an interview with Mr. Smillie, the miners' leader, expressing his willingness to accept mediation by an impartial Board on the principle that the wages granted shall be commensurate with the real increase in the cost of living and a reduction in the cost of living preferably brought about by a diminution in the price of coal.

Sir Robert Horne welcomes Mr. Smillie's statement and hopes it will lead to a settlement.

SIR ROBERT HORNE'S VIEWS.

London, September 5.

As regards Mr. Smillie's declaration last evening accepting the principle of mediation, Sir Robert Horne, interviewed, said the Government would gladly let the Industrial Court decide concerning the miners' demand for increased wages, and the Court, if the miners desired, could include representatives of the employers and also miners. Sir Robert Horne was of opinion that the Miners' Federation objected to an industrial Court but pointed out that nearly all the other great Trade Unions of the country had resorted thereto, and that the Court, in recent times had proved of great efficacy. Sir Robert Horne added that Mr. Smillie's statement appeared to offer a loophole for an ultimate settlement, even failing a reference to the Industrial Court. Finally, he emphasised that the supreme necessity at present was the production of coal and that increased production would justify a reconsideration of the whole wages question.

ANGLO-AMERICAN ATHLETICS.

HONOURS EVEN AT QUEEN'S CLUB.

London, September 4.

Queen's Club ground at West Kensington was packed this afternoon with spectators to watch a great athletic tussle between British Empire and American champions, mostly Olympic competitors, including prize-winners. The programme included five relay races.

The British Empire won the half-mile relay by six yards, the time being 1 min. 39.3/5 secs.

The British Empire won the two-miles by 35 yards in 7 min. 53.1/5 secs.

Earl Thompson (Canadian) for the British Empire won the 120 yards hurdles, in 14.4/5 secs, which is a grass record.

America won the 400 yards relay by twelve yards, the time being 39 secs.

The British Empire won the mile relay by six yards in 3 min. 19.2/5 secs.

In the high jump, Howard Baker (England) won with 6 feet 3 1/2 inches, London (America) being second with 6 feet 2 1/2 inches.

In the two mile team race, America won by 14 points to 7.

In the broad jump, the Americans, Hamilton and Marchant, tied, covering 22 feet.

The 440 hurdles was won by Smart (America), Watt (America) being second. Won by a foot; time, 56.1/5 secs.

In the four miles relay race, America won by seventy yards, the time being 18 min. 8.4/5 secs.

The match thus resulted in a tie of five events all.

THE POLISH FIGHTING.

REPORTED LITHUANIAN ATTACK.

London, September 5.

The Poles at length admit that they are having trouble with Lithuania. A communique issued at Warsaw yesterday says Lithuanian detachments crossed the frontier laid down by Lord Curzon and attacked Polish cavalry. The communique remains silent regarding the outcome of the fighting.

TWO ENDEAVOURS.

Warsaw, September 5.

The Reds endeavouring to envelop Lemberg are now retreating. The Poles are endeavouring to cut off General Budny's retreat.

NEGOTIATIONS BROKEN OFF.

Warsaw, September 6.

It is announced that negotiations regarding the frontier and the future relations of Poland have been broken off and the Polish delegates are returning to Warsaw.

The Supreme Council has informed the Lithuanians that they propose a new line of demarcation running through Margrabovo, Augustovo and Szuzgyn. It is understood that the Lithuanians place the responsibility for hostilities upon the Poles and contend that the Lithuanians were compelled to defend themselves. On the contrary, the Poles claim that the Lithuanians fired first.

THE SITUATION IN "MESOPOT."

TRAINS HELD UP BY INSURGENTS.

London, September 5.

A War Office communique says an armoured train and a train with refugees was held up by Arabs at Istabulat, fifty miles north-west of Bagdad, as the railway was cut in two places. Strong resistance was encountered from the insurgents, who were entrenched in broken ground, and slight casualties were suffered. A repair train with troops is proceeding to Istabulat to extricate the isolated train, and aeroplanes are co-operating.

A column entered Kifri, encountering slight opposition. The town of Samarra is quiet. The insurgents who invested it are reported to have retired.

ANOTHER OFFICER MURDERED.

Bombay, September 4.

Captain G. H. Salmon, of the 6th Devons, Assistant Political Officer at Kifri, whom the Arab tribesmen captured last week, has been murdered. Anxiety is renewed as regards Captain Lloyd and Mrs. Buchanan.

(Continued on page 7.)

ON THE PEAK.

TROUBLE WITH RICKSHA COOLIES.

Two ricksha coolies operating in the Peak district were this morning charged by Inspector Purdin with disorderly behaviour, using insulting language and refusing fares.

Inspector Purdin said that Mr. and Mrs. H. Dreyer, who resided at No. 98, The Peak, came up to the Peak by the 7.40 p.m. car, and on arrival at the upper terminus they engaged the first defendant's ricksha which was the only one outside the Station at the time. The man refused to take Mr. Dreyer, and he even pressed down the shafts of the ricksha, but was prevented, and on perceiving that such demonstration of his unwillingness was useless, agreed to take Mrs. Dreyer in his ricksha. Mr. Dreyer walked by the side of the vehicle as it was being drawn along. When they got to the other side of the Peak Hotel, another ricksha hove into sight, this being pulled by the second defendant. A few remarks passed between him and the first defendant and apparently as a result of these, he too made an attempt to bolt. But he was chased by Mr. Dreyer, and eventually had to submit to the inevitable. Mr. Dreyer got into the ricksha, and was pulled to his residence. A fare of 15 cents was tendered to each of the coolies, but it was refused, and for this reason Mr. Dreyer took the coolies to the Mount Gough Police Station where they were charged.

Evidence which corroborated the Inspector's statement of the facts was given by both Mr. Dreyer and his wife. In reply, the first defendant said that Mr. Dreyer had not beckoned him at all, otherwise, being a man who sought his living by looking out for fares, he would have readily come up. The same excuse was tendered by the second defendant, who said that while not being aware of the act that his ricksha was wanted by Mr. Dreyer, he was making a dash to the terminus to secure passengers.

The allegation made by this man that he was assaulted was denied by Mr. Dreyer, who said that he did not strike the man but only used his stick to hook the man's leg in order to secure him. Quite a lot of these ricksha coolies were making trouble on the Peak.

Inspector Purdin informed his Worship that when they arrived at the Station, in the charge room Mr. Dreyer again offered the coolies their fares, but they still refused to accept them.

The Magistrate observed that there was nothing special against the second defendant. Mr. Dreyer agreed with his Worship's view. A fine of \$5 was then inflicted on the first defendant who was also bound over for a period of six months during which he is not to ply for hire at the Peak. The second man was fined \$1. and cautioned.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 2 1/4 d.

THE WEATHER.

2 p.m. Barometer:—29.58. Temperature:—85. Humidity:—81.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TOMORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

MONDAY, SEPTEMBER 20.

Wiseman, Ltd.—Annual shareholders meeting—12.30 p.m.

NOTICES.

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Hongkong, 14th August, 1916.

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For the treatment of all kinds of
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dermatitis, etc. It is a powerful
antiseptic and disinfectant, and
is used in the form of a cream or
lotion. It is sold in small tins of
1/6 and 1/3 each.

COMPANY MEETING.

THE HONGKONG STEEL FOUNDRY CO., LTD.

An extraordinary meeting of shareholders in The Hongkong Steel Foundry Co., Ltd., was held yesterday in the offices of Messrs. A. G. Gordon and Co. Mr. F. Maitland (chairman) presided and there were present Messrs. E. J. Grist, G. Grimble (by his proxy Mr. E. J. Grist) and A. C. Leith (directors), T. F. Hough, P. Tester and M. S. Northcote and Mr. A. Button, the manager.

The chairman said: When the present resolution was before the first meeting I fully explained the reasons for the same and will not detain you by again going fully into the details, but will merely state that in consequence of the death of the late Mr. Gordon and the winding up of Gordon and Co., who were under the terms of the Articles of Association the General Managers of the Company, it has been found necessary to have a new set of Articles of Association in order to vest the management in Directors in the way usual for the carrying on of limited liability companies. The new Articles have been opened to the inspection of members for some weeks past and I will now put the motion to the meeting and when same is seconded it will be opened to discussion and I shall be prepared to answer any questions that may be asked.

Mr. Hough seconded and there being no questions the resolution was put to the vote and carried.

Annual General Meeting.

The chairman said: The Report and Accounts have been in your hands for several days and I will adopt the usual course and take them as read. After a succession of fine returns the year's account under review is somewhat disappointing. Results for the first eight months were very good, but I regret that since January last the Company has been run at a loss. Keener competition, a slackening demand and the late delivery of a new electric furnace have all contributed to a falling off in profits. The electric furnace was paid for in advance last November and delivery was due early this year, but owing to strikes at home it only arrived last month and is now being fitted up. When it is in full working order, we should be able to save considerably in cost of production, and profits should again be satisfactory. As will be seen by the accounts, we have, including \$3,467.55 brought forward from previous year, \$17,087.32 to deal with, and this after writing off 10 per cent. depreciation from buildings, machinery, etc., launches, and office furniture, leaves a total of \$9,110.75 and with assets on the books at low and safe figures, one would naturally expect that a dividend should be declared. However, your Consulting Committee, in view of the small losses which are still going on, recommend that the whole \$17,087.32 be carried forward. The late Mr. A. G. Gordon, founder of the Company, evidently foresaw what was coming when he ordered the electric plant and the late delivery has in a big measure been the cause of our setback, but I hope, with the valuable assistance of our present manager, Mr. A. Button, that we shall soon be on the road to success and that there will be a good dividend to declare for the year ending 31st May next. With these few remarks I beg to propose the adoption of the Report and Accounts as presented and that the available balance at credit of Profit and Loss account of \$17,087.32 be carried forward.

Seconded by Mr. P. Tester. There were no questions and the chairman declared the motion carried. It was proposed by Mr. T. F. Hough and Mr. Maitland be re-elected Hough that Messrs. Lowe Bing as Auditors at a remuneration of \$300. Seconded by Mr. M. S. Northcote and carried. The re-election of the following directors was proposed by Mr. Northcote, seconded by Mr. Tester. Messrs. F. Maitland, E. J. Grist, Geo. Grimble and A. C. Leith. Carried.

The chairman: That is all the business, gentlemen, thanks for your attendance.

EARLIER TELEGRAMS.

JAPAN AND CHINA.

London, Sept. 5.

Baron Hayashi has arrived and through Reuter has declared that the cordial Anglo-Japanese friendship is the mainstay of peace and order in the Far East, which is particularly necessary at present to the peace of the world. There had been much misunderstanding of Japanese policy concerning China. The Japanese Government is solely concerned in fully recognising Japan's obligations towards her neighbour. Its programme is mostly fair and it is second to none in insistence on the open door in China. Its desire is to work in cordial co-operation with that great republic.

CROWN PRINCE OF SIAM.

Simla, Sept. 5.

The Crown Prince of Siam is expected to arrive in Calcutta on 5th Oct. Arrangements have been made for him to visit Simla, Peshawar, Delhi, Lucknow, Agra, Saugor, Bombay and Madras. He leaves Calcutta on 23rd Nov. for Rangoon. The Prince will be the guest of the Government during his tour in India.

MOSLEMS LOYAL TO FRANCE.

Beyrout, Syria, Sept. 3.

The loyalty of the Moslem population to France is shown everywhere on the occasion of the Beiram Celebration. Moslem papers express gratitude to France for establishing in Paris the Moschre and Islamic University.—Havas.

GERMAN APOLOGY TO FRANCE.

Paris, Sept. 3.

Germany has granted all French demands arising from the violation of the French Consulate at Breslau. Germany agrees, notably the Foreign and Home Ministers personally, to apologize to the French Ambassador.—Havas.

FRANCE'S JUBILEE.

Paris, Sept. 4.

Commenting on the fiftieth anniversary of the Third Republic, the press glowingly tributes "our admirable capital," which founded the national government. Anniversary celebrations are being held on 11th November, simultaneously with those of the armistice.

THE FRENCH PRESIDENT.

Paris, Sept. 4.

Interviewed by the "Excelsior," Colonel Fable, member of the Presidential staff, declared that M. Deschanel's health is much improved. All trace of fatigue has disappeared.

GERMAN COAL DELIVERIES.

Paris, Sept. 4.

It is stated that coal deliveries from the Ruhr region during August exceeded 1,600,000 tons. The quantity fixed at Spa was 1,550,000.

GENERAL WEYGAND DECORATED.

Paris, Sept. 2.

The French General Weygand, who engineered the victorious Polish counter-offensive, has been awarded the Cross of Grand Officer of the Legion of Honor.—Havas.

FRANCO-POLISH COMMERCE.

Paris, Sept. 3.

The Polish Finance Minister has arrived in Paris on a pending commercial agreement with France respecting the importation of Polish produce, especially sugar and petroleum.—Havas.

DANUBE TRAFFIC.

Paris, Sept. 3.

The international conference for regulating and improving traffic on the Danube will meet in Paris on Sept. 6.—Havas.

DEATH OF SIR EVELYN ELLIS.

London, Sept. 4.

The death is announced of Sir Evelyn Ellis. [Sir Evelyn Ellis, was born in 1865. After practising as a solicitor at home he was in 1896 in practice at Singapore. He was an Unofficial member of Council from 1903 to 1916 and acted as Attorney General from 1912 to 1916. He was knighted in 1914.]

NOTICES.

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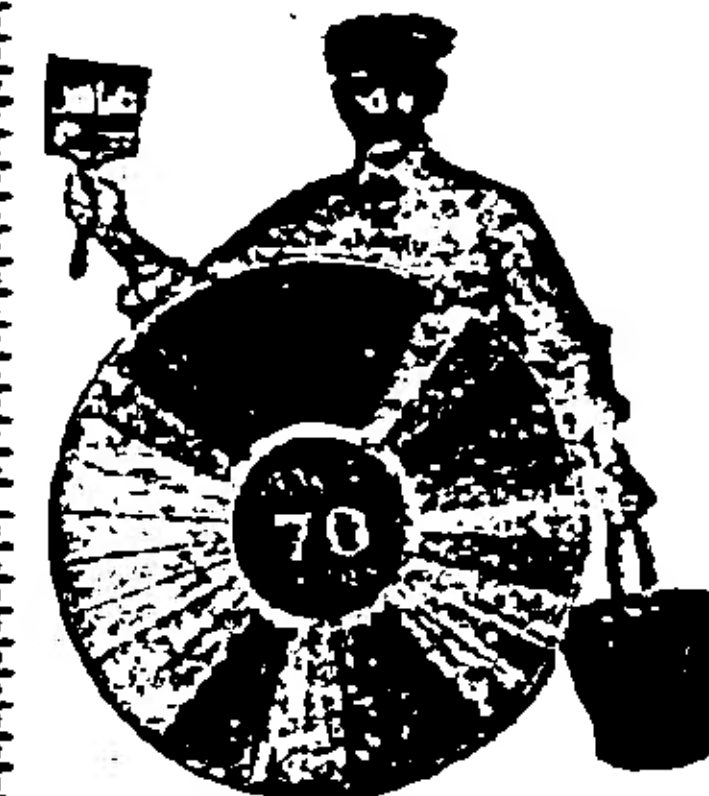
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EARLIER TELEGRAMS.

GERMAN INDUSTRIAL REVIVAL.

Berlin, Sept. 4.

The "Lokal Anzeiger" states that a new company, with a capital of a hundred million marks, has been formed in Hamburg with the object of developing the existing margarine oil works and reviving the production of food fats in Germany. The Deutschebank and Hamburger Vereinsbank are participating in the formation, in conjunction with Jurgens Margarinfabriken of the Netherlands.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

H.M.S. MALAYA.

Singapore, September 6.

The cruiser Malaya is due to arrive on January 17 and leaves on February 17.

THE STRANDED ALTENBURG.

Singapore, September 6.

It is hoped to get the steamer Altenburg off the coast.

NOTICES.

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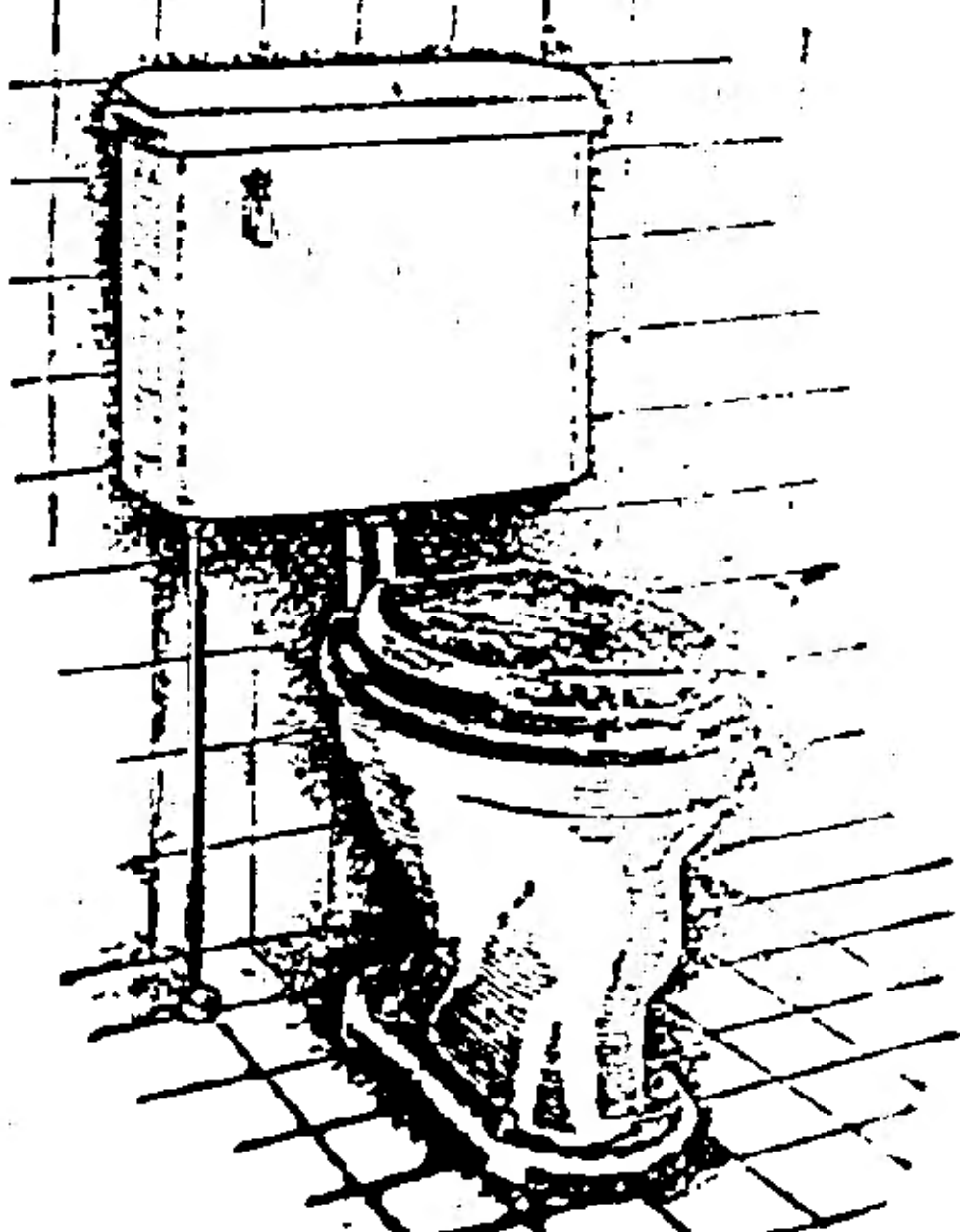
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BRIDGE ACROSS PACIFIC.

NEW THEORY OF MIGRATION.

Was there in far distant prehistoric times a vast continent where now is the Pacific Ocean—a continent covered with great forests, threaded by deep rivers, studded with tremendous mountain peaks and dotted over with stone cities, the homes of the people of this lost land?

Professor William A. Bryan, who holds the Chair of Zoology and Geology in the College of Hawaii, believes he has found evidence of the existence of such a continent in the shape of little fresh-water molluscs which he discovered on the island of Juan Fernandez, just off the West Coast of South America.

Juan Fernandez is the island made famous by Robinson Crusoe. That worthy was never more surprised to see the footprint in the sands than Professor Bryan was to see these molluscs. They closely resembled species found upon Hawaii—but how had they crossed the thousands of miles of sea between the two places?

GREAT RIDDLE MAY BE EXPLAINED.

The islands of the South Pacific are, of course, but the summits of submerged mountains. There is, however, no unassailable evidence that the mountains whose peaks are the islands were once all above the surface—forming a continuous and continental land mass.

Yet if the molluscs found by Professor Bryan turn out to be the identical species as those on Hawaii, they form very convincing evidence indeed of such a condition. For there are no means by which they could have found their way from Hawaii to Juan Fernandez or vice versa than along the courses of rivers! And if there were rivers there must have been land for the rivers to flow through—land, that is to say, extending from Hawaii to the coast of what is now South America.

And if such a bridge is proved to have existed, one of the most baffling mysteries of the world will be in a fair way of being solved—the riddle of the pyramids and ruins both of Central America and South America, so like those of Egypt, their legends so like the Northern African and Asiatic, and a civilisation with such striking similarities to that of Asia that it has seemed impossible not to have been in some manner connected with it.

THE BEHRING STRAIT THEORY.

For lack of a better theory, it has long been accepted as fact that the New World was originally peopled by Asiatics who crossed by way of Behring Strait. The Strait, being only 40 miles wide, and frozen all winter, this idea was undeniably plausible. But there have been serious objections. If that theory were correct, how explain the fact that in pre-Columbian days there was no civilisation worthy of the name north of Mexico, whereas in the latter country, in General America, and in Peru, there were peoples with highly developed arts, industries, and even literature?

How explain the fact that these advanced peoples had traditions and customs wholly different from those of the North American Indians?

All the evidence points to the conclusion that their ethnic stock were derived from sources not the same as those from which came the North American tribes. Their culture resembled very strikingly the cultures of southern Asia and northern Africa, the likeness being especially striking in their architecture, their sculptures, and their forms of religious worship. It extends even to their gods.

To suppose that the prehistoric ancestors of these people came all the way from northern Africa and southern Asia by way of Behring Strait, and thence made their way southward to Central and South America, without leaving behind them anywhere north of Mexico the slightest trace of their civilisation seems on the face of it an absurdity.

DROWNED MOUNTAIN FOUND IN 1891.

If, on the other hand, the former existence of a trans-Pacific land bridge be accepted, all of the mystery is cleared up. We can then recognise the Incas of Peru, the Mayas, the Toltecs, and the Aztecs as peoples transplanted from the equatorial regions of the Old World to the equatorial regions of the New World.

The former existence of a land bridge may explain the mystery

CHURCHES AND JOCKEYS.

CLERGY TALK OF INHUMANITY.

The Christchurch (New Zealand) Council of Churches, at its annual meeting discussed the matter of the grievance put forward by the jockeys at the time of the formation of their association (says the New Zealand Referee).

On the motion of the Rev. J. J. North the following resolution was carried:

"The Council of Churches calls the attention of the Government and of the public generally to the inhumanity inflicted on jockeys by the present rules of racing."

"The council is convinced that the appeal of the jockeys to have the minimum weight lifted from 12 lb to 7 lb was one which every principle of humanity required should be granted."

"The cruelty of wasting down to such a weight as 6 lb is repulsive in the extreme."

"The council notes that the Racing Conference, largely in the interests of the horses, refused justice and humane considerations to the men."

"The council urges that the case is one for State action, and believes that the law should extend to jockeys as much protection as it extends to the brutes in the Cruelty to Animals Act."

"MISERABLE DEBILITATING CUSTOM."

In introducing the motion, Mr. North said that when the Jockeys' Association put forward its claims there was a demand that the miserable, debilitating custom of "wasting" necessary to reduce the jockeys to the very light

in tropical America. They could make their way across from southern Asia, as did human beings. Other animals, like bears, of course, the bears of South America are nearly related to those of Southern Asia and the jaguar of South America is very like the leopard of the Old World.

Considering that part of the supposed bridge which joined South America with Hawaii, we find its two terminal "piers" represented by great volcanic formations. The Hawaiian Islands are the exposed tops of huge volcanoes, and, as everybody knows, a tremendous plutonic activity is still manifested there.

Half-way between the west of South America and Hawaii is Oceania Bank—discovered in 1891. The depth there is less than 400 ft, but on all sides of this shoal the bottom drops precipitously to more than three miles. It is a "downward mountain"—an extinct volcano that does not rise quite high enough to emerge above the surface of the ocean.

The best date one can give for the breaking of the land bridge is that it must have occurred at the least 100,000 years ago.

The Continental mass, if it existed, probably ran from South Eastern Asia, taking in Australia, New Zealand, New Java, and a portion of what is now the Malay Archipelago. It extended further north than the Hawaiian Islands. It is probable that at that time that were no Andes Mountains. The subsidence which carried this lost land beneath the waters of the Pacific at the same time raised the great western South American mountain chain and perhaps the Rockies. The subsidence, Darwin proved, was gradual. Even after the mainland mass disappeared it is probable that a tremendous bridge extended for a time clear across the ocean.

THE COURSE OF THE BRIDGE.

The hydrographic charts show a strip of shallow water still running all the way from Hawaii to Midway Islands, thence south-west to the Marshall Islands, west to the Caroline Islands and Yap and south-west again to the Malay Archipelago. There is evidence also of ancient shallows from Hawaii south-east all the way to the lower west coast of South America, and taking in the island of Juan Fernandez. Still another shelf runs eastward across lower Polynesia.

It may have been that on the submerged continent originated both the Asian and the South and Central American civilisations—that the same human stock, fleeing from the cataclysm, was split, developing through the ages on opposite sides of the dividing waters. But it is more likely that human stocks originating in Asia made their way in later times over the still existent bridge

weights should be less. That union the jockeys formed was broken, so it was believed, by the personal intimidation of prominent owners. One of the men's claims was the extension to them of a piece of common humanity, and when the union was broken the jockeys were promised that the matter would be considered favourably by the Racing Conference. At the conference Mr. Orbell, a southern owner, submitted a proposal that henceforth 7 lb should be the minimum weight required from a jockey, and claimed that in the south the concession had produced excellent results. The conference, however, voted the proposal out. One owner declared that the adoption of the proposal would mean the penalising of first-class horses.

"We talk a lot," added Mr. North, "about Roman holidays, and of gladiators and bull fights, but this is brutality and inhumanity of the very grossest sort."

Mr. E. C. Brown, who seconded the motion, quoted the case of a jockey he met in the Turkish baths. This boy, he said, was in a very weak and wasted state, and his frame was showing through his body. He said he was riding the next day, and had to get his weight down from 7 lb to 6 lb, 10 lb, by the morning otherwise he would lose his job. He had already been reducing himself during the previous four days, and was in such a condition that the effort to throw off another 4 lb must have involved great danger.

The Rev. J. K. Archer said it was strange to think that the miserable weedy horse had to be pampered at the expense of the men. They were told that those horses must be preserved because there was need of cavalry horses. He did not know what the officers would do if they got astride those brutes.

Mr. P. W. Sharpe said the Council should deplore that the racing men had broken up the jockeys' organisation. The jockeys should understand that the sympathies of the council were with them.

Rev. W. M'Aras said it seemed strange in a country like this where there was plenty of honorable work to be done that men should be willing to reduce themselves to seven stone and under. What sort of men would they be?

The Rev. Dr. Erwin said the council should not go beyond what was reasonable.

The motion was put and carried unanimously.

SYMPATHY WITH RIDERS.

Mr. Sharpe said it would carry tremendous weight and raise the prestige of the council if the meeting expressed some sort of sympathy with the Jockeys' Association. He moved "That we write to the secretary of the Jockeys' Association expressing our sympathy with their object in forming a strong organisation."

Rev. W. Ready said it was not within the province of the council to say the jockeys should form unions. He was against the jockeys and their trade, and would not help to bolster up either. If the jockeys wanted a union let them paddle their own canoe.

Rev. W. M'Aras said that nobody forced the jockeys to ride the horses. They could take up some other work.

The chairman (Dr. Erwin) said it was all very well to say that, but not so easy to carry out after a man had devoted his life to a certain line of work.

After further discussion Mr. Sharpe withdrew his motion.

DISCUSSION IN PARLIAMENT.

Subsequently in Parliament Mr. D. G. Sullivan directed the attention of the Government to the discussion and the resolution passed at a meeting of the Council of Churches in Christchurch in reference to the treatment of jockeys.

Mr. Massey (the Prime Minister) replied that his attention had not been called to the matter, and he was not sufficiently qualified to pass an opinion on the statement regarding the jockeys read at the council meeting.

Mr. Witty: You couldn't get down to six stone seven.

Mr. Massey: No, I would rather not; but I am not a jockey, I may say, however, that I have a considerable number of jockeys in my constituency, and I have never had a single complaint from them about getting down their weight.

Mr. Sullivan: It was one of the demands of the jockeys.

Mr. Holland: Quite right, too.

Mr. Massey said the club could make their own arrangements. They could arrange a minimum of seven stone if they felt inclined.

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Some of the Labour Ministers in Australia seem just as attached to their motor cars as their Nationalist predecessors.

The Premier stated in the Legislative Assembly recently that five or six Ministerial motors are to be sold.

It should be added that some of the Ministers whose cars are to be disposed of desire that they should be replaced by more modern ones.

The Minister for Lands, Mr. Loughlin, has handed his car to the Soldiers' Settlement Branch of his department. The Treasurer, Mr. Lang, is another who dispenses with a car attached to his particular use.

There is a proposal before Cabinet that the cars should be sold and motors hired when necessary.

GREAT ANNUAL COST.

The present annual expenditure upon cars for Ministerial use is high. For the year ended March 31 last—with a Nationalist Government in office—there were 13 Ministerial cars and two departmental ones used by Ministers.

The cost during the 12 months was £12,526. This does not take into account allowance for interest on capital, depreciation, garage for some of the cars not in the Central Garage, or punct charges. The added expenditure on the hire of occasional cars was also omitted. Nor was mention made of the proportion of the salaries of officers in the Premier's Department engaged in arranging for the use of the cars.

THE HIRE SYSTEM.

These items would make a formidable total. It is claimed that this could be much reduced by the adoption of the hire system.

It is suggested that all Government cars not fully utilised—the

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reference is to those now controlled by the Premier's Department—should be taken over by the State Motor Garage at a valuation. Machines and drivers would be absolutely under the control of the manager.

The manager would decide whether the requirements of any department warranted the allotment of a car and driver. If allotted, the car and driver would still be controlled by the manager, and the running costs and record kept on the lines he desired. Departments not allotted cars would from time to time hire them from the State Motor Garage and pay a hire charge.

Whether the Cabinet will adopt the hire system remains to be seen. For three months the Ministers who like to have a car always at their disposal have stared off the proposal.

THE RIVETLESS SHIP.

ELECTRIC WELDING PROCESS.

Only one rivetless vessel has been launched so far. That is a tiny affair of 500 tons, built recently in England; but advocates of the electric welding process predict that this method will shortly be used in putting together ships of the largest size. James G. Dudley, research and experimental engineer of the Merchant Shipbuilding Corporation, who writes on "The Electric Welded Ship" in *The Transportation World* (New York), says that publicity was first given to the possibility of substituting the electric weld for rivets in shipbuilding, in December, 1917, by the Master Builders' Exchange of Philadelphia, as a means of speeding up the building programme.

This resulted in an investigation of the subject by the United States Government, and also in what Mr. Dudley calls "a veritable flood of research, experiment, invention, debate, industrial development, and even actual application." He continues in substance—

"While it is true that until a very recent date no shipbuilder had essayed an ocean-going rivetless vessel wholly constructed by electric welding, nevertheless the onslaught of the radicals was such that the conservatives have been giving ground at an ever-increasing rate for the more than two years which have intervened since printer's ink focussed attention upon the vast possibilities that lay in this new application of a well-known scientific and industrial art.

PROCESS USED FOR REPAIRS.

"For more than a decade both electric welding and welding by the thermit process have steadily and continuously (even if a bit unobtrusively) been repairing ocean-going vessels of heavy tonnage to the profound maritime and financial satisfaction of owners and navigators. During the same period some of the progressive steam railway managerial and engineering staffs have 'discovered' electric welding, and thereby effected economies running into hundreds of dollars annually.

"Broadly speaking, the iconoclasts of the Rivetless Idol claimed that his downfall and the enthronement of the 'King Welder' in his place assured not only an actual reduction of fabrication costs of more than twenty-five per cent., but, in addition, established beyond all argument an increase of carrying capacity by reason of physical savings of lapping of plates and heads of rivets—of fully five hundred tons in a vessel of a rated capacity of eighty-eight hundred.

"Although much publicity in lay and technical circles and Press has been given to the truly marvellous and altogether dramatic reclamation by electric welding of the damaged German vessels interned in American ports during the war, nevertheless the 'mild reservationists' in our commercial shipbuilding channels have hitherto proved very chary in predicting the design of any ships upon electric welding.

"One large Delaware River shipbuilding corporation, however, has at least gone to the length of carrying out an exhaustive analysis of a standard cargo-carrier of some 8800-ton capacity, when building of this type of ship, yet before long some approximation of such an ideal will probably be launched, either on the Delaware or on the Clyde. Already John Bull has outstripped us in actual performance by building a 500-ton ship entirely

by electric welding. A further announcement has appeared in *International Marine Engineering* describing British conditions as follows:

"The employment of electric welding on ships has attracted some interest in America, so that the new motor-vessel which is now being completed by Com-mell-Laird, and in which the whole of the work has been carried by electric welding, will, no doubt, be closely watched in that country.

Mr. Dudley goes on: "The highest technicians in the United States Navy are eager advocates of this revolutionary method of ship-fabrication and repair, and have employed it upon a very large scale and upon structures of prime importance. Naval designers and inspectors have displayed the most sympathetic and progressive attitude toward this new aspirant for honours—notably in the design and execution of a great sea-going battleship target wholly by such means, and in addition by unqualified indorsement of electric welding for the dramatic and highly efficient repair, in record-breaking time, of the powerplants of the interned German vessels.

"A critical survey and analysis of ship-building as she is wrought generally throughout the world to-day—whether in Japan, Germany, France, England, or the United States—fully taking into account the new outlook and attitude of ship labour, as well as the economic conditions surrounding this great industry, warrant the deliberate statement that: 'There is not now in sight, or likely to be hereafter, any probable material improvement in the art or technique of riveting or even in the attained or attainable speed thereof over what pretty generally now prevails.'

RIVETING WILL GIVE PLACE.

"In the United States to-day practically all the ship-riveting is carried out by means of compressed-air tools, and from coast to coast and from the Great Lakes to the Gulf of Mexico the maximum average which has been achieved, or which may be looked for, is well under four hundred rivets per day of eight hours. In Japan and England, at least, these figures are unquestionably matched by skilled riveters, who drive their rivets exclusively 'by hand'—that is to say, without the use of pneumatic tools.

"Authentic records of old-time Delaware River shipyards disclose the remarkable fact that the 1920 maximum average was exceeded by fully 50 per cent. for more than ten years before the opening of the world-war, when no modernised equipment was employed. In one respect alone does it seem possible materially to improve the riveted ship—and that is in a better control, and reduced cost of the bolting-up operations, which must now necessarily precede the actual riveting.

Many attempts, and some partial successes increasing the efficiency of 'bolting-up' operations were devised during and since the war, but their general effect has thus far been negligible. In electric welding alone is there any great promise of advancement in the part of ship building, and that promise lacks only vision, courage, initiative, money, and skilled technicians to bring about a revolution, or all signs fail.

LONDON BUILDING GUILD.

The *Labour News Service* states that arrangements for the London Building Guild are going ahead. Twelve thousand operatives have agreed to take up shares, and it is hoped that the number will have reached 20,000 by the time the Building Trades Parliament meets.

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NOTICE TO CONSIGNEES.
From BALTIMORE

THE Steamship

"EASTERN CROWN"

having arrived from Baltimore via ports, on 6th September, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 13th Sept., 1920 by the Company's Surveyors, Messrs. Carmichael and Clarke.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 13th September 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC., Agents.

1st floor, Powell's Building, 12, Des Voeux Road Central, Hongkong, 6th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO.

S. S. "ECUADOR."

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on September 7th at 10 a.m. and September 8th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after Sept., 8th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC MAIL S. S. CO.,

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NOTICE TO CONSIGNEES.

S. S. "DELIGHT."

From SEATTLE

The above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their cargo is being landed at their risk into the Yumati Godowns Co., (at Yumati typhoon shelter) and stored at Consignees' risk.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 13th inst. at 2.15 p.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the godown, and all goods remaining undelivered after 13th inst. will be subject to rent.

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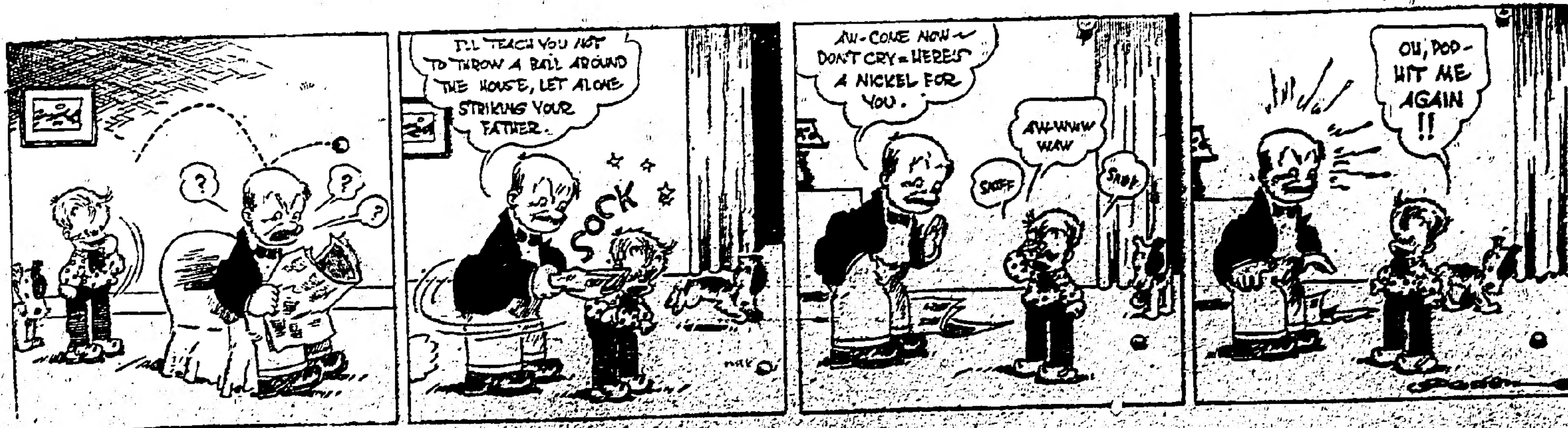
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DEATH.

MELVER—Suddenly at Auchinblair, Scotland, A. Melver, formerly of Hongkong.

ACKNOWLEDGMENT.

Mrs. A. F. Arculli and family beg to tender their heartfelt thanks to all those who attended the funeral, and also to those who sent condolences in their recent sad bereavement.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 7, 1930.

TAXATION OF UNDEVELOPED LAND.

We see from Manila papers to hand that the Mayor of that city has just made a proposal to increase land tax collections by levying an additional impost upon lands that are allowed to lie undeveloped. One of the journals states that it is no secret that large tracts of land lying within the city limits are being held by their owners for speculative purposes, and remarks that from their point of view, no doubt, the erection of buildings upon these tracts might impair their market value, inasmuch as prospective purchasers might desire the lands for purposes that would require the wrecking of the structures at some future date. But the fact remains that the lands are unproductive. The public receives no benefit whatever from these properties, whereas it has the right to expect some return from all land in the country. The return may come through the cultivation of the soil, through the establishment upon the land of an industry that creates additional wealth and increases production, or even through the erections of buildings that will house the population.

This proposed taxation of undeveloped land in Manila is a matter not altogether without interest to Hongkong. Now, as our contemporary says, it is not a new theory that the landlord owes the public a distinct debt in this direction, and Governments are waking up to the fact that he must be made to meet his obligation. If, for personal reasons, he deems it advisable to leave his properties undeveloped, that is his business, but at the same time he must reimburse the people for the loss which he occasions them through his decision. So far as this proposed Manila tax is concerned, its soundness appears to lie in the point that the greatest penalty is assessed against the landlord who deprives the public of the benefits that would accrue from the development of his property for the longest period. Now, we all know that undeveloped land has been heavily taxed in England, a duty being imposed annually on the site value of the undeveloped land at a rate of one halfpenny for every £1 of that site value. The idea underlying that impost, of course, was to force all land into its best use, and thereby to free land on the margin of cultivation. Now let us note the increment value tax and the "betterment charge," both of which were imposed designed in the public interest. In regard to the latter in may be explained that it was a special charge made on persons whose property has obviously been increased in market value by a particular town or other public or quasi-public improvement, this charge being assessed on such improved value. Betterment charges are analogous to increment value in principle, but whereas the latter indicates an accretion of value due to some origin which cannot be traced, or to a cause not specifically connected with the owner, such as the general progress in wealth of the community, the former implies that the enhanced value has accrued from some specific cause, e.g. a laying out or widening of streets in the vicinity. Thus it is that a local authority at Home may under the Housing and Town Planning Act recover one-half the increase in value due to the making of the town-planning scheme from the owner whose land has been so enhanced in value.

When we recall these provisions in the land laws at Home and also what Manila is now proposing to do, we begin to think it is high time some efforts were made in Hongkong to prevent further holding of land in an undeveloped state for speculative purposes. It only needs a cursory glance around the Colony, both on the island and the mainland, to disclose the fact that there are here, as in Manila, big tracts of land which are lying absolutely idle. And this, in face of the fact that people are crying out for convenient and accessible sites for building purposes. Such a situation ought not to exist, and if the present law does not remedy the evil, then it should be strengthened. Our Unofficials, if they are independent enough, should stress this point in the coming Budget debate.

NOTES & COMMENTS.

CHINA AND FOREIGN CAPITAL.

It is interesting to read the optimistic statements made by Chinese overseas who are anxious to encourage the sinking of foreign capital in the industrial enterprises of their country, but it is quite another thing when one begins to consider how foreign enterprise (and native enterprise too) has been thwarted by the summary and ill-considered action of Chinese officials themselves. We are minded of this subject by recently reading an account of speeches delivered at a luncheon given by the Foreign Trade Committee of the San Francisco Chamber of Commerce when the guests of honour were the Chinese delegates to the League of the Red Cross Convention at Geneva. They were passing through Frisco and were royally entertained. Mr. Lo King-kee, who is well-known in Shanghai, stated in the course of his speech—"I wish to assure you, gentlemen, that our mineral resources are almost untouched, our various crops are constantly increasing, and our purchasing power is great. We need your help to develop our country and various interests to our mutual benefit. I hope that you will encourage more of your capitalists to go over to China and co-operate with her people in her future development." Such appeals as that will have a little more force when it is possible to see some practical hope that money sunk in enterprises in China will be allowed to earn a reasonable interest. We all know that China's resources are almost untapped, but until there has been a great change in the internal administration of the country, where is the hope of ever being able to work these resources? There are many men in Hongkong to-day who could tell a tale of disappointment: how concessions have been obtained and how the requisite percentage of Chinese capital has been behind the ventures; but how also efforts have been rendered practically valueless owing to the obstructions of petty officialdom. The development of China is a commercial matter that must be carried through on a commercial basis and until there is a guarantee that capitalists will be able to work what they purchase they will naturally fight shy. More than anything else, China needs a modernisation in the outlook of her minor officials for if she could accomplish that she would be a long way on the road to securing all the foreign capital she needs.

STRIKES AND LOCK-OUTS.

What with big strikes looming up ahead it would appear that the old folks at Home will be having a none too cheery time of it during the next few weeks. The coal miners seem determined to secure the extra pay they are demanding, and unless there is an unforeseen development in the situation the Railwaymen and the Transport Workers will be out on strike in sympathy with them. It is open to very serious question whether there is morality in the organisation of such huge strikes which have the effect of paralysing practically the whole of the community so that one small section of workers can get the increase they are demanding. Labour would certainly argue that there is morality because organisation and combination constitute the only weapons which the workers have with which to secure just conditions from employers. On the other hand, Capital, as represented by the big Employers' Federations, has also organised itself and has adopted the same weapon as the employee. Recently we were told by Reuter that because printers in one part of the country had gone on strike the employers threatened a general lock-out of all newspaper printers outside of London unless the discontented workers returned. One cannot blame Capital for acting like that because the workers themselves have adopted similar methods. But meanwhile, the general B.P. has to suffer all the inconveniences of this disastrous game of "shuttlecock and battledore," and the only satisfaction it gets is the very doubtful one of seeing prices mount higher and higher. During the Great War the idea was conceived on practical lines of establishing an international tribunal before which disputes between the various nations of the earth might be heard and adjudicated upon, and it is high time that Labour and Capital came to see that far

DAY BY DAY.

LOVE CAN HOPE WHERE REASON WOULD DESPAIR.—Lytton.

There have been no cases of communicable disease notified for the 48 hours ended yesterday.

A collision took place yesterday between a truck and tramcar on the Praya East as a result of which a coolie was injured in the foot and was removed to Hospital.

The s.s. Gregory Apcar, which sailed from Calcutta on the 30th August, has on board Lieut. Emerison, one Indian officer and 75 men, joining the 22nd Punjab.

A Chinese was yesterday knocked down by motor car No. 204 in Des Voeux Road Central. The victim received a number of injuries which necessitated his removal to the Government Civil Hospital.

We hear that a new restaurant, named the Chung Yuen, is shortly to be established at Yau-mai, and that it will occupy six four-storey houses in Wuu Sang Street. The capital of the undertaking is said to be \$60,000.

Last week's health return shows three fatal cases of cerebro-spinal fever (all Chinese), two non-fatal cases of enteric (one British and one Indian), as well as one non-fatal occurrence of diphtheria (British). There were two Chinese deaths from influenza.

The presiding genius whose duty it is to fire the gun which announces the arrival of the mails was a wee bit late this morning. The Mishimi Maru, which arrived from Singapore with the English mails, went alongside the wharf at 7.30 this morning, but the signal gun did not go off until 9.30.

There was quite a good-sized congregation at St. John's Cathedral last night, when Mr. Denman Fuller, gave another of his "popular" organ recitals. In all his pieces, the organist showed himself a clever and artistic interpreter of the various themes selected for treatment. Mrs. D. J. Brown, the vocalist for the occasion, greatly pleased by her capable rendering of the two solos allotted to her.

A Chinese contractor was this morning fined \$15 by Mr. N. L. Smith for not taking proper precautions whilst blasting operations were in progress. It was stated that in one case, which resulted in the present summons, a piece of rock fell on the roof of the Victoria Hospital, and made a hole about a foot square in it. On investigation by an official of the P. W. D. it was disclosed that the cover which the defendant used was not adequate, and there was a space left uncovered.

For publishing an indecent advertisement in respect of some pills, a Chinese newspaper, the San Po, was to-day summoned by Inspector McKay of the Secretariat of Chinese Affairs, before Mr. N. L. Smith. The summons was responded to by a representative of the paper, who said it was due to carelessness on the part of the sub-editor that the advertisement was allowed to appear. Since the summons, the advertisement had been withdrawn. Inspector McKay informed Mr. Worship that the same paper had been fined \$5 on a previous occasion for the very same offence. A fine of \$25 was inflicted.

more can be effected by arbitration in their own disputes than by the stern methods of strike and lock-out. The Government at Home, through the Board of Trade and other Departments, has tried to act the part of intermediary; but the results have been too meagre to warrant the hope that State intervention is really effective. Labour and Capital ought to solve this problem out between themselves, to establish their own Court of Arbitration and be prepared to show a little more reasonableness than has been evidenced of late. Failing this, the country will be periodically thrown into a chaos if can ill afford.

AN ISLANDER'S DIARY.

(BY "AJAX")

Seldom, if ever, do I recollect a duller week than the one just over, and here I am stranded before acres of white paper with a mind as blank as a bald head. Still, these notes must be written, though it is not an easy matter to fill a column of chatter on current local topics. However, here goes. The Shanghai A.D.C. I notice, are essaying a new play which is to be produced in the winter. The achievements of the Shanghai amateurs in dramatic production leave us out in the cold. The Hongkong A.D.C. seems to be moribund, and I wonder whether it will ever be brought to life again. Of course, so much depends upon Mr. Sinclair. Rumour has it that he does not intend producing any more plays. "Pinks and the Fairies" gave him a world of worry, and interfered with his work. But with the approach of cooler days there is no reason why some one should not get busy in amateur theatricals. I hope that Mr. Sinclair will be induced to try his hand at another spectacular production, for no one is so fitted as he is for such work. Apart altogether from the question as to which is the more popular form of amusement with Hongkong theatre-going audiences, the fact stands out that our amateur artists are equally facile in either branch of histrionic art, and if spectacular productions are more popular than others from the point of view of the box office, the cause may be found in the temperament of the patrons of the Theatre Royal, who like something that appeals to their imagination and that makes them laugh rather than something that makes them weep. There is no common ground for comparison, for instance between comedy, spectacular play and drama. We may prefer one form of entertainment to the other, but none would say that the Hongkong A.D.C. should confine its activities to certain channels.

Some authors, wise in their day and generation, relieve their heavy business with deft comedy touches. Even Shakespeare did not disdain to resort to such devices to lighten the gloom, for we find in that most dreary tragedy, Hamlet, chock full as it is of tragedy, occasional gleams of sunshine. Some people go to a show to have their feelings harrowed and they resent any light touches that may be introduced into a blood and thunder tale as an unwarranted intrusion. Others go to weep, and with these even the cardboard angels descending from the flies to hover over the deathbed of the ex-Kaiser will fail to raise a smile. We have a habit of doing our selves well indeed in amateur plays. So I do hope that this winter will witness another ambitious production put up by Mr. Sinclair.

The facilities for sport of all kinds in Hongkong are many and go far towards making life bearable here, especially in the summer months. Naturally therefore sport commands a large number of adherents, more so perhaps than in any other British possession where the European population is so limited. But then there are few other British possessions where similar conditions obtain. Almost every branch of sport can be indulged in at some season or other, excepting those pastimes which find favour in regions where ice and snow are abundant, skating, skiing and tobogganing for instance. Yachting is quite naturally popular here, whilst with the advent of cool weather lawn tennis advances in public favour. In summer, swimming is the sport and we all regret that the season is now nearly over. In this connection the aquatic fete and carnivals promoted by the Victoria Recreation Club have given delight to all. With such a programme of ever-recurring sports it can hardly be a matter for surprise that Hongkong has a reputation for sporting propensities, and that among its residents are numbered many really clever sportsmen.

I was very interested in reading, the other day, the statement made by the Colonial Secretary regarding loans to people for building purposes. It seems to me that the ordinary resident in Hongkong who has had "quite enough of paying high rents and would build if he could be assist-

MACAO NEWSPAPER SUPPRESSED.

FOR BOLSHEVISTIC COMMENT.

The Chinese newspaper, Macao Morning Post, was closed down on Friday last by order of the authorities for having continually published Bolshevistic comment liable to incite the labourers and coolies to jointly oppose the Government and capitalists.

It will be remembered that two editions of the paper were recently banished by the Government for propagating Bolshevism, but it seems they still sent daily articles from Hongkong of the same nature, in even stronger terms, and the paper continued publication of such comment in spite of three or four warnings by the authorities.

NEIGHBOURS QUARREL.

SEQUEL IN POLICE COURT.

Lizzie Solomon and her mother again brightened the Police Court this morning, with their presence, this time in consequence of the climax reached in a desultory warfare they carried on with their neighbours of the second floor which was above the one they tenanted at No. 213, Temple Street, Yau-mai.

The two defendants were summoned by the second floor tenants with disorderly conduct, in that they invaded their domains, accused them of creating a noise, and then followed their words with actions which bordered on the violent.

Lizzie's tearful story was to the effect that on the 30th ultimo, at about midnight, her mother could not sleep because of the row resulting from a game of "sparrows" which was taking place on the second floor. The close of the game was marked by an awful din created by the pulling about of chairs, etc. The following morning, Lizzie went up to the second floor and took the inmates to task over their conduct of the previous night, laying special emphasis on the legal point which prescribes that in Hongkong, no tenants are allowed to make any noise after the solemn hour of midnight.

Lizzie was aggravated beyond measure when they told her to mind her own business and that if she and her mother did not want to experience the same row again they had better remove to the top floor.

The complainant in the case, who is the principal tenant of the second floor, told His Worship that at noon one day Lizzie's sister came up to her floor and accused her of making an unholy row on the previous night. There then proceeded an altercation which ceased with the girl's departure, was again resumed in a more lively way when Lizzie and her mother took the field. They dragged witnesses down the staircase and, having got her safely on their own floor commenced an assault. The way they dispatched this part of the business was extremely interesting. Whilst the mother held witness down, Lizzie with a strong arm wielded a stool on witness's back.

Questioned by his Worship, witness added that she had had trouble with the defendants before. She had been assaulted several times, on one occasion while she was on the staircase.

His Worship ordered defendants to be bound over in a sum of \$50 to keep the peace for six months. Against this sentence, Lizzie entered a protest. She complained that the complainant's husband had perpetually challenged her mother to a fight on the staircase. His Worship remarked that if Lizzie wished to go into this matter, she was permitted to do so by taking out a summons.

ed has been badly let down. All the money is going to big concerns. My own idea is that these firms would have built whether the Government loans were available or not, and that they have merely applied to the authorities for assistance because they can thus get money cheap. If that is so, then the Government scheme must be written down as a failure. That was not the original aim, anyhow.

TO-DAY'S MISCELLANY.

Lord Sinha has earned universal praise by his speech for the Government in the Dyer debate, several Parliamentary sketch-writers expressing surprise at his mastery of English and of argument. As Under Secretary for India, Lord Sinha has had few opportunities of showing his quality; indeed, this is the first occasion since he entered the Government when he has been called upon to speak at length upon a great theme. But those who have followed Lord Sinha's career have never doubted that he could not fail to shine in any deliberative chamber in the world. He is a graduate of Cambridge. For many years he was the ablest and most successful Indian advocate in the India High Court, and was the first Indian member of the Viceroy's Cabinet. When the question arose of a representative of India in the Imperial War Cabinet, Sir Satyendra Sinha (as he was then) was the inevitable choice. He is, needless to say, the first Indian to hold office in the Imperial Government.

The approaching retirement of Lord Stamfordham is a reminder of the difficulties encountered by our Sovereigns in providing themselves with private secretaries, largely owing to the suspicion of Ministers that a private secretary might become a Mayor of the Palace and that, in unscrupulous hands, he might be used as an instrument to embarrass Ministers, rather as George III. used the notorious "King's Friends" against Rockingham and others. The question was not by any means settled when Queen Victoria came to the throne, though William IV. had managed, not without unfavourable comment, to employ a private secretary, and it was with relief that politicians found Melbourne as Prime Minister willing also to act as private secretary. Melbourne was succeeded by the Prince Consort, who, though he was sometimes severely criticised, filled the place with tact and discretion. When he died the Queen offered the position to the Prince of Wales, who was not willing to take it. Fortunately the actual choice was wisely made. Queen Victoria was well served especially by General Grey, "that most true-hearted man," as Gladstone called him. Ponsonby followed, and the great private secretary question was laid to rest. A delicate and responsible office it was called by the best of judges, and a delicate and responsible office it remains.

The separate "slush funds" collected on behalf of aspirants to the Presidency, about which so much noise has been made in America this year, are trifling in amount by comparison with the sums spent by the party organisations after the rival champions are nominated. It seems to have been in 1883, when Grover Cleveland made a reduced tariff the single issue of the election, that the Republicans created the first campaign fund on the modern scale. Mark Hanna was said to have raised \$4,000,000 in four months, mainly by the application of the "fat-frying" policy. Manufacturers, that is to say, were threatened by local Republican committees that if they did not "come across" with their tribute the fat would be fried out of their businesses by means of a merciless tariff. Eight years later, when Mr. Bryan scared the world of Big Business with his free-silver crusade, the Republicans spent not less than \$25,000,000 on the election of McKinley. Theodore Roosevelt, in 1901, took a step in relation to great game which laid him open to his enemies. He put the funds in charge of Mr. Cortelyou, who, as Secretary for Commerce and Labour in the Cabinet, was believed to have just the kind of special knowledge that would serve him in blading the great industrial corporations. Judge Parker, the Democratic candidate of that year charged the Republicans of obtaining large funds in this fashion. Roosevelt denied it with his customary energy, but the charge was proved. When Harriman, the New York banker, affirmed that the huge sum he had made up out of contributions from financiers was the result of a hint given by the President himself, Roosevelt promptly nominated him as member of the American Club. But the motion could not be recorded.

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REASONABLE CHARGES,
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REUTERS' TELEGRAMS.

(Continued from Page 1.)

GERMANS STOP BRITISH SHIP.

REFUSED PASSAGE THROUGH KIEL CANAL.

Berlin, September 4.
The *Friedrich Zeyher* reports that a British steamer bound from France to Danzig was refused a passage through the Kiel Canal, on the ground of carrying a thousand tons of munitions to Poland.

TROUBLE IN DAMASCUS.

ARAB TRIBES ATTACK FRENCH.

Alexandria, September 5.
Arab tribes in Hauran have come to a mutual agreement to attack the French in Damascus. It is stated that French troops sent to Hauran recently were defeated and those at Damascus are now entrenching. There are about 12,000 troops in Damascus.

BATTLE OF MARNE ANNIVERSARY.

Paris, September 6.
Yesterday's celebration of the Battle of the Marne centred at Meaux, where M. Millerand, Marshal Foch, Marshal Joffre and Marshal Petain attended Mass by the celebrated Archbishop of Rheims, after which a banquet was attended by Allied representatives.

RECENT ROBBERY.

AN ARREST MADE.

The arrest of a robber who, with others still at large, took part in an armed robbery which resulted in the stabbing and death of a Chinese boy several months ago, has at length been effected by the local Police.

It will be remembered that on the night of the 19th of April, four men armed with daggers carried out a robbery at No. 36, Catchick Street, which at the time was in occupation by a cook and a boy 17 years of age. The cook, who was caught in his bed, was pressed down, while an attempt was made to bustle the boy into the kitchen, where presumably he would be kept locked up while the robbers turned their attention to other things. In spite of the fact that he was held by two men, this plucky boy kept up a hard struggle, and was only silenced when one of the robbers stabbed him several times in the neck. The wounds were fatal, and the lad died shortly after the arrival of the Police.

During their stay in the place, the robbers had succeeded in pretty thoroughly overhauling all the valuables belonging to the inmates, these consisting of 37 pieces of clothing, valued at \$241, ten gold buttons, worth \$30, and a roll of Hongkong and Shanghai Bank notes to the value of \$500. They then made their escape unmolested.

The Police kept a close observation at the time on the wharves and railway stations, but were unable to make any arrests. It was not until Sunday last that fortune came their way when they were able to lay their hands on one member at least of the gang of robbers.

AN OLD TRICK.

TWO CHINESE WOMEN VICTIMISED.

The "confidence" game, at which some Chinese criminals have proved themselves adepts, is not yet played out, to judge by the two latest cases which the victims themselves yesterday reported to the Police. It was the old story of greed and its consequences. The victims chosen were simple women, induced to accept a bundle of what purported to be notes but which was in reality only a quantity of waste paper. The procedure followed was that of asking a woman to change the notes into other money, and while going to the money-changer's stall, to leave behind any odd articles of jewellery or even money as security that she will not abscond with the money thus entrusted to her.

It was under such circumstances as the foregoing, that two Chinese women made their fearful complaints to the Police yesterday. One was an amah, who had been persuaded to part with the \$10 bill given her by her employer to change, while the other victim was a simple female living at Yau-mat, who now has cause to regret the loss of several articles of jewellery which had found their way into the possession of some astute rogue whom she met at Mongkok Market yesterday. Needless to say, the two Chinese who profited greatly from their respective transactions, had made an instantaneous exit after their morning's work.

which apparently he kept ready at hand for emergencies, but he was unable to use it. Three pieces of clothing, which, on subsequent enquiries were proved to have been stolen, were also taken over by the Police, whilst at various pawnshops further articles of apparel pawned by the prisoner were also recovered.

The prisoner was produced before the Magistrate (Mr. R. O. Hutchison) this morning and formally remanded.

DAY BY DAY.

The *Mishimi Maru* brought in over a thousand bags of mail. The Post Office Staff has been hard at work sorting them to-day.

The free postage facilities granted to members of H.M. Forces in Hongkong, will be withdrawn with effect from September 11th.

The King Yuen Sha, a labour guild of composers in the Hongkong and Canton printing offices, is making a campaign to enlarge its membership. The guild has a weekly newspaper. — *Canton Times*.

A Shanghai telegram says the negotiation of peace terms between the Premier and the representatives of the Canton Military Government has been concluded, and the principles have been mutually agreed upon. A draft will be sent to Li Shun for ratification.

Whilst the mails by the *Fushimi Maru* from Seattle were being brought ashore yesterday, an explosion took place amongst the bags, which resulted in the destruction of several bags of several bags of parcels. Presumably the explosion occurred in a tin of dye in one of the bags, though other conjectures were raised by the presence of an empty tin which had found its way into one of the bags. The letters, were the more fortunate in the matter of results, as beyond being somewhat damaged by water and the fire which followed the explosion, they were still deliverable. The fire itself was very quickly put out, with the assistance of several buckets of water.

LOCAL WEDDING.

STEWART McCUBBIN.

At the Union Church this afternoon there was solemnised by the Rev. G. J. Williams the wedding of Mr. James Stewart, son of Mr. J. Stewart of Glasgow, to Miss Mary McCubbin, daughter of Mr. and Mrs. J. McCubbin, of Hongkong.

Given away by her father, the bride was attired in a gown of white silk georgette with white bead trimming and chapeau with silver train, embroidered with silver, and she wore a tulle veil with wreath of orange blossom and white heather. She carried a bouquet of white flowers and maiden hair fern with streamers. Miss Margaret Templeton was the bridesmaid, and she wore a dress of pale blue net with silver trimming, and a cream lace hat. She carried pink flowers with maiden hair fern and streamers.

The bride's mother was attired in a dress of silver grey and wore an apricot crepe-de-china hat to match.

Mr. George Gerrard was best man.

A reception was held afterwards at the Hongkong Hotel, where the bridal pair received the good wishes of their friends. The honeymoon will be spent at Repulse Bay.

The going-away dress of the bride was of rose pink crepe-de-chine with grey and rose pink hat and veil.

JAPANESE NOTABLES

PASSING THROUGH THE COLONY.

By the *Mishimi Maru* there is travelling Mr. Hioki, Japanese Minister to Sweden, who is going to Japan, and who was Minister to Peking at the beginning of the War. His next post is not known, but it is rumoured he will be appointed Japanese Ambassador to Berlin.

On the same vessel are travelling Mr. Nishi, Japanese Minister to Bangkok, who is going to Japan prior to his new appointment; Count Otani, Vicount and Vicountess Motono; Dr. Odo, Dr. Hatori and Mr. Tatum, who is ex-manager of the London branch of the Yokohama Specie Bank.

LAND SALES.

Yesterday at a public auction held at the P. W. D. offices, Dr. Aubrey purchased Rural Lot No. 151, in Barker Road, measuring 2,000 square feet, for \$1,440. There was no competition, and the lot realised the upset price. There was also auctioned Island Lot No. 2303 in Pokfulam Road measuring 33,400 square feet. Bidding commenced at \$4,100, at which price it was knocked down to Dr. Malow.

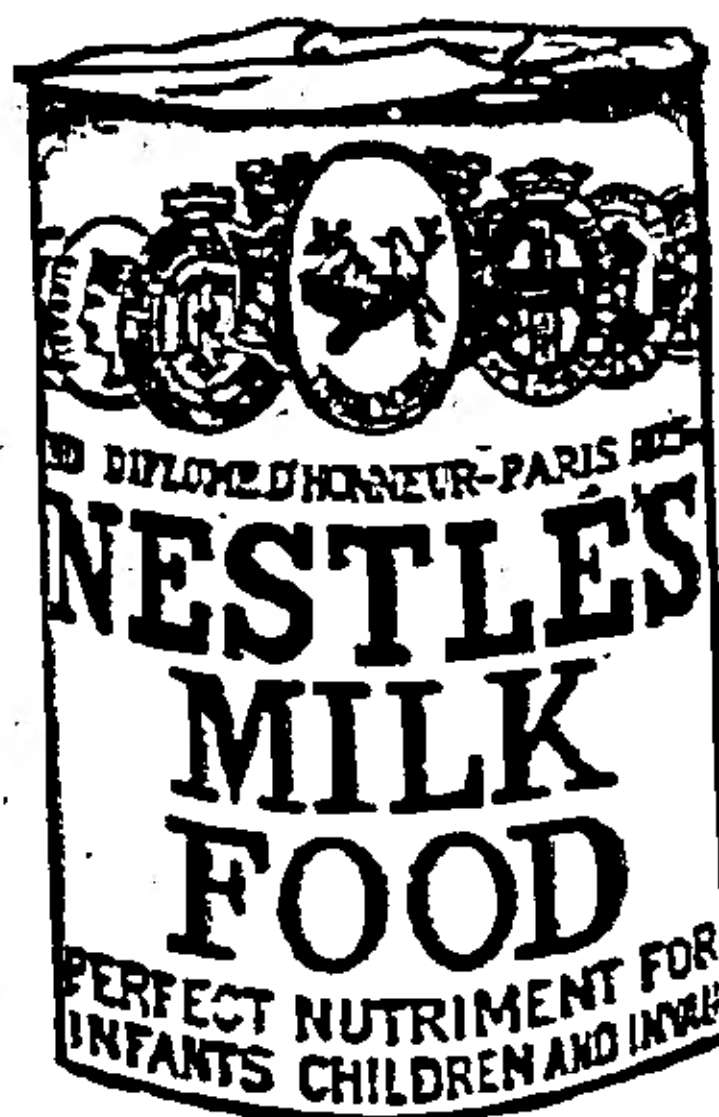
DAIRY FARM NEWS.

New Shipment just received

Gouda Cheese	- 80 cents per lb.
Edam	" - 80 " " "
Cream	" - 30 " " pat
Picnic	" - 30 " " jar

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BRINGS



JOY

TO

MOTHERS

- ASK WATSONS! -

ONE MAN AND TWO INSTRUMENTS.

NEW UNION'S MOVEMENT

A musician will in future be allowed to hold a cornet in one hand, a Jew's harp, if he likes, in the other, and bang a drum with his foot—provided he is paid properly.

"I notice," said Judge Curlew, in the Industrial Court at Sydney recently, "that in this claim there is a clause that no person in the course of any performance shall play upon more than one instrument. I don't understand that."

The claim referred to was that of the Musicians' Association, a body separate from the old Professional Musicians' Association.

Mr. Maddrell, who represented the applicant association, said it was desired to prevent a person from playing upon two separate instruments.

Judge Curlew: Why should he not play upon a flute and a piccolo?

Mr. Maddrell: In that case the instruments are of the same class, and the same parts are written for them in the music.

The Judge: Why should he not play upon any instruments he likes?

Mr. Maddrell: Well, the point is that one man might play the cornet and beat the drum by means of his foot.

The Judge: Why not?

Mr. Maddrell: He is doing another man out of a job.

The Judge: The clause is cut out. I have no jurisdiction to prevent a man from doing a lawful act, and if I had I wouldn't exercise it.

Mr. O'Brien (representing the Professional Musicians' Association) said a violinist might be asked also to perform on the dulcimer. In that case he should be paid extra.

The Judge: Ah, there I agree with you; and if they put a claim in for that I shall consider it.

Mr. O'Brien: The wages are based upon a man playing upon one instrument, and if he is asked to play two he should receive extra remuneration.

The Judge: I think that is a very fair argument.

Mr. O'Brien: I told them you would not allow them this clause.

The Judge: You knew something, then.

Mr. O'Brien: There is no objection to a man blowing the cornet and playing the fiddle so long as he is paid extra for the work.

The clause was cut out, and application will be made to insert a provision for additional wages where one person may be asked to do such things as bang the drum and too; the cornet at the same time.

BELGIAN GRATITUDE TO BRITAIN.

Owing to the difficulty of obtaining material, the Office of Works have been unable to complete the Belgian Refugees Monument in Temple-gardens, which was to have been unveiled in July. The unveiling will now probably take place about the middle of October. The monument was designed by Sir Reginald Blomfield and is being erected by the Belgian Memorial Committee as a token of gratitude to Great Britain for hospitality extended to refugees during the war.

ABOUT BABY'S WEIGHT.

Healthy babies should steadily increase in weight. When baby is not doing this there is something wrong, as was the case with the child of Mrs. Thomas Lawrence, a Canadian lady living at Collingwood, Ontario.

"My baby has been very delicate ever since she was three weeks old," writes Mrs. Lawrence. "She had indigestion, and although she had a ravenous appetite her food did not do her any good and she grew thinner and thinner. She would scream with the pain in her stomach, and as she was also troubled with constipation we were at times afraid we would lose her. I tried several medicines for her but they did no good. Then I tried Baby's Own Tablets, and her digestion improved. Now food does her good, and she is growing plump. I think the Tablets are a fine medicine for a child."

Baby's Own Tablets are obtainable from chemists, also at 60 cents the vial from Dr. Williams' Medicine Co., 96 Bechen Road, Shanghai.

NOTICES.

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NEXT DOOR HONGKONG HOTEL.

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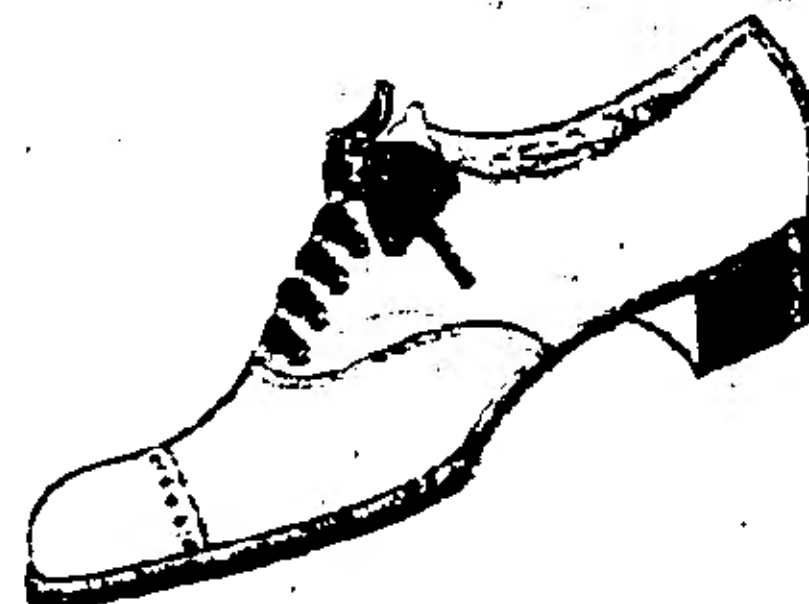
TELEPHONE 346

We are now Showing a
New Stock of

"KELTIC"

Boots and Shoes.

Also a large
consignment of
other well
Known Makes
just arrived.



GENTS' HIGH-CLASS OUTFITTERS.

JUST RECEIVED NEW STOCK

MOUTH ORGANS

(SINGLE & DOUBLE REEDS)

THE ANDERSON MUSIC CO., LTD.

16, DES VOEUX ROAD.

PHONE 1322.

COCKTAILS.

CALDBECK'S MANHATTAN
CALDBECK'S VERMOUTH
CALDBECK'S GIN
CALDBECK'S MARTINI

Sirdir Lime Juice Cordial

Brooke's Lemon Squash "Lemos"
CALDBECK, MACGREGOR & CO., LTD.

15 Queen's Road Central.

(Telephone No. 75).

WHEN YOU THINK OF BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO. LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE
STARS, EGG NOODLES &c.

RING UP—2230.

PACIFIC SHIPPING.

C P O S

SAILINGS.
HONGKONG to VANCOUVER
via Shanghai, Yokohama, Kobe & Yokohama.
From Hongkong, Due Vancouver.

Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Japan	Jan. 13	Jan. 31
Empress of Asia	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and to take an advance as possible, their departure from the United States. Conditions on the Atlantic are as controlled as on the Pacific. Atlantic freightage can be arranged by letter or cable for all passengers to Europe. Freight charges from Montreal to Liverpool, London and other ports are covered by all such receipts as will be received.

For fares and other information please apply to
HONGKONG OFFICE.
Telephone 702. LAIN ADAMS & CO. LTD.
CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT
S.S. "ECUADOR" Sailing September 8th, for Shanghai, Japan Ports and Honolulu.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
SAILINGS FROM HONGKONG AT NOON.
ALSO
The following U.S. Shipping Board vessels
FOR SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE.

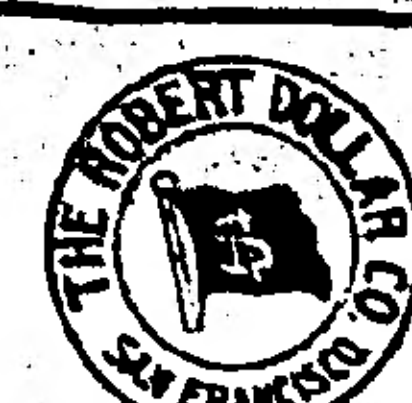
Cargo accepted on through Bills of Lading to all Points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Mansions,
Cable Address "SOLANO."

TELEPHONE 141.

PACIFIC SHIPPING

DOLLAR
LINE

SAILINGS FROM HONGKONG FOR
NEW YORK VIA PANAMA.
STEAMERS SAILING DATE.

FOR VANCOUVER.

"MELVILLE DOLLAR" ... SEPT. 17TH.
"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada.

Movements subject to change without notice.

For particulars for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

SAN FRANCISCO.

U.S.S.B.

"WEST HEPBURN"

Sailing about October 1st.

THE ROBERT DOLLAR CO.,

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG
SINGAPORE

\$

SAIGON
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS
NEXT SAILING

\$ U.S.S.B. "LAKE FARRAR" \$

Sailing on September 12th.

Operated on behalf of U.S.S.B. Emergency Fleet
Corporation. Through B/L issued to any port or
common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
795 Manager.

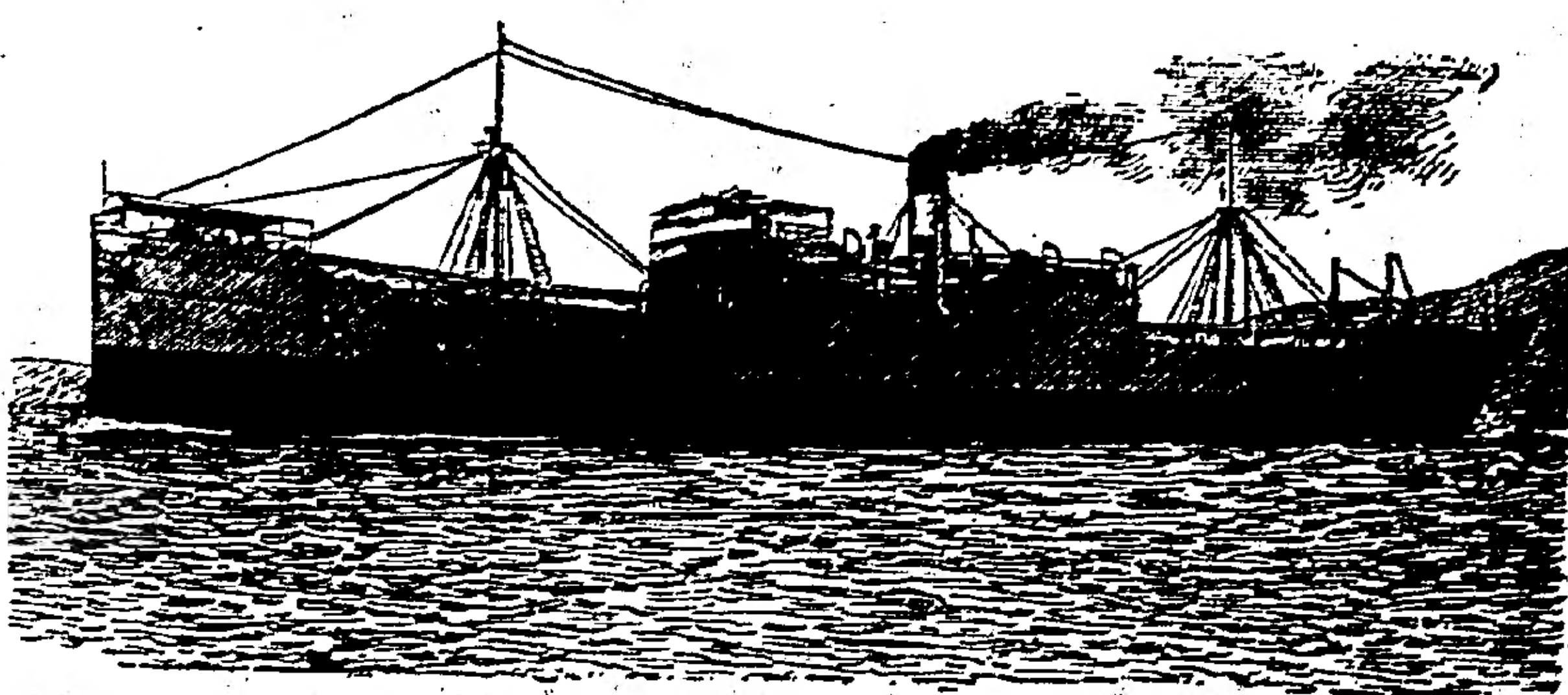
\$ \$ \$

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C., M.I.N.A., KOWLOON DOCK, HONGKONG.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CROSSKEYS" ... About Sept. 25th.
"ICORUM" ... Oct. 5th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"WAWALONA" ... About Sept. 7th.
"MONTAGUE" ... Sept. 15th.

For SEATTLE.

Through Bills of Lading issued to OCEANIC COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2473

5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "CAPE MAY"

ABOUT SEPTEMBER 15TH.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.,**THE ADMIRAL LINE**

AGENTS.

Telephones
2477 & 24735th floor
Hotel Mansions.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.,**THE ADMIRAL LINE**

AGENTS.

Telephones
2477 & 24735th floor
Hotel Mansions.

HONGKONG TO SAN FRANCISCO.
Via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS.	TONS.	LEAVE HONGKONG.
PERSIA MARU	9,000	Sept. 17th.
KOREA MARU	30,000	Sept. 30th.
SIBERIA MARU	20,000	Oct. 12th.
TENYO MARU	22,000	Oct. 28th.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANYO MARU	43,500	Sept. 9th.
SEIYO MARU	14,000	Nov. 9th.

For full information regarding passengers, freight, and sailings apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITHS, LTD.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU.

"CHINA" "NANKING" "NILE"
Sept. 24th. Oct. 31st. Nov. 6th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.
Prince's Buildings. Ice House Street.

Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent. 2151.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.

ALSO
COSMOPOLITAN SHIPPING CO. GREEN STAR LINE
NEW YORK NEW YORK
Operating Baltimore via Panama Service to the Far East.

To SAN FRANCISCO DIRECT.
"ELKHORN" 7th Sept. "BRAVECEUR" 14th Sept.
TO SEATTLE.

"DEUEL" 12th September.
To ROTTERDAM and NEW YORK.

"AQUARIUS" 15th September.
To CUBA.

"CHIPCHUNG" 15th September.
To SEATTLE & SAN FRANCISCO.

"WEST HIMROD" 24th September.
Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

HONGKONG OFFICE—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 9008.

PRINCE LINE FAR EAST SERVICE.

For New York.

"CELTIC PRINCE" VIA PANAMA CANAL, Early October.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at
Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES incorporated in ENGLAND)TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
JEYPORE (cargo)	5,200	13th Sept.	M'ss. London & Antwerp.
DILWARA	5,400	13th Sept.	Spore, Colombo & B'bay.
KHIVA	9,000	25th Sept.	M'ss. London & Antwerp.
NANKIN	6,900	7th Oct.	M'ss. London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,100	7 Sept. 1 p.m.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Sadatan, Thursday Island, China, Townsville, Brisbane, Sydney and Melbourne.
ST. ALBANS	4,500	6th Oct.	

SAILINGS TO SHANGHAI & JAPAN.

KANOWNA	7,000	7th Sept.	Moji & Kobe.
NANKIN	6,900	10 Sept. noon	S'hai, Moji, Kobe & Y'hama.
G. APCAR	4,900	11th Sept.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Passage Mailing not more than 14th. X's 11 will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'ang, Manila, S'hai & Japan ports. Cargo to Overseas Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI M. (Omitting Manila, Kaelung) Sat. 11th Sept., at 11 a.m.

KATORI MARU Thursday, 30th Sept., at 11 a.m.

TAJIMA MARU Friday, 3rd Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KAGA MARU Friday, 10th Sept., at noon.

YOKOHAMA MARU Friday, 17th Sept., at noon.

HAMBURG, LONDON & ANTWERP

MARSEILLES & LIVERPOOL via Spore, C'ba, Suez & Port Said.

TOTTORI MARU Tuesday, 28th September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 22nd Sept., at 11 a.m.

NIKKO MARU Wednesday, 23rd Oct., at 11 a.m.

NEW YORK

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TAIAN MARU Wednesday, 15th September.

YETOROFU MARU Beginning of October.

CALCUTTA & RANGOON via Singapore & Penang.**JAPAN PORTS**—Nagasaki, Kobe & Yokohama.

NIKKO MARU Saturday, 13th Sept., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA

MISHIMA MARU Wednesday, 8th Sept., at noon.

DAKAR MARU Wednesday, 8th September.

WAKASA MARU Wednesday, 8th September.

SADO MARU Friday, 17th Sept., at 11 a.m.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 232 & 233. S. YANUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	11th Sept.	15th Sept.	Shanghai.
Tjileboet	Japan	12th Sept.	14th Sept.	Java.
Tjimanok	Java	13th Sept.	18th Sept.	Yokohama.
Bengalis	Manila	14th Sept.	17th Sept.	Java.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING:

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	10th Sept.	16th Sept.	San Francisco.

Through Bills of Lading issued to U.S. and Canadian Overseas Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK

S.S. "ECREMONT CASTLE"

VIA SUEZ CANAL

Sailing on or about 14th September.

LLOYD TRIESTINO.

FOR SHANGHAI & YOKOHAMA.

S.S. "AFRICA" Sailing about 6th October.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO.

S.S. "HUNGARIA" Sailing on or about 3rd October.

S.S. "AFRICA" Sailing about 7th November.

Passengers Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 10th Oct.

For JAPAN, S.S. "SAMARANG M." sailing on or about 8th Sept.

S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAITO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	25th Sept.	1st Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANAS"	10th Sept.
LONDON	"SWAZI"	18th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

General Agents.

or to REISS & Co. Canton

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINETA	Sept. 12	S.S. VINETA	Sept. 15
S.S. WEST HIXON	Oct. 7	S.S. WEST HIXON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: LOS ANGELES, CALIF.

BRANCH OFFICE: Telephone No. 1062.

CHAS. E. RICHARDSON, General Agent for South China.

Kobe, Shanghai, Manila, Singapore.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
STRAITS & Calcutta	Namsang	Thur. 9th Sept. at 3 p.m.
SHANGHAI via Swatow	Hangsang	Fri. 10th Sept. at d'light.
SANDAKAN	Hangsang	Fri. 10th Sept. at noon.
MANILA	Taksang	Fri. 10th Sept. at 3 p.m.
SHANGHAI	Chaksang	Sat. 11th Sept. at d'light.
KOBE	Chaksang	Mon. 13th Sept. at 3 p.m.
STRAITS & Calcutta	Kumsang	Tues. 14th Sept. at 3 p.m.
HAIPHONG via Hoihow	Loksang	Wed. 15th Sept. at 8 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Cheloo.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on 9th Sept., at 3 p.m.

for SINGAPORE, PENANG & CALCUTTA.

S.S. "KUMSANG" will be despatched on or about 14th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
WUHU	Wuhu	8th Sept. at d'light.
SHANGHAI	Tientsin	8th Sept. at 4 p.m.
SHANGHAI	Sunning	10th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Chenan	12th Sept. at d'light.
AMOY, SHAI & PUKOW	Sulyang	14th Sept. at 10 a.m.
SWATOW & BANGKOK	Chinhua	14th Sept. at noon.
WEIHAIWEI, CHEFOO and TIENSIN	Huichow	14th Sept. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Sept. 7, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maiching	A. H. Stewart	FRI. 10th Sept. at 2 p.m.
Malloong	J. B. Thomson	SAT. 11th Sept. at 2 p.m.
Maihong	W. C. Passmore	TUES. 14th Sept. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	10th Sept.
"BIRMINGHAM CITY"	via Suez	End of Sept.
"CITY OF DUKIE"	via Suez	1st Oct.
"AJAX"	via Suez	

* Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.**HONGKONG & CANTON REISS & CO. CANTON.****SHIPPING.****VESSELS ARRIVED.**

The DERWENT arrived this morning from Saigon with 3,000 tons of rice for Hongkong.—Mooring R 9.

The FUSHIMI MARU came in yesterday from Seattle with 2,637 tons of general merchandise for the Colony. She brought 220 bags of mails.—Mooring Kowloon Wharf.

The N.Y.K.'s MISHIMA M. from London this morning had 819 tons of general cargo on board for Hongkong and 5,145 tons for elsewhere. She carried the English mail.—Mooring Kowloon Wharf.

From Hongkong the M.B.K.'s TORIN M. brought in 2,480 tons of coal for the Colony.—Mooring C 33.

MOVEMENTS OF STEAMERS.

The s.s. A J A X (Blue Funnel Line) left Liverpool on 31st July for Hongkong and is due here on 11th September.

The Dollar Line Company's s.s. HAROLD DOLLAR (New York Line) left New York on July 12th, and is due in Hongkong September 25th.

The Dollar Line Company's s.s. MELVILLE DOLLAR, left Vancouver on August 12th and is due in Hongkong Sept. 15th.

The N.Y.K.'s KITANO M. (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 29th September.

The N.Y.K.'s NIKKO M. (Australian Line) left Sydney for this port via Thursday Island, Manila on the 27th August and is expected here on the 17th Sept.

The T.K.K.'s PERSIA M. arrived at Yokohama on the 23rd instant, sailed Sept. 2nd, being due at this port Sept. 10th.

The N.Y.K.'s KAGA M. (European Line) left Kobe for this port via Moji and Shanghai on the 30th August and is expected here on the 8th Sept.

The N.Y.K.'s KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd August, and is expected here on the 10th October.

The N.Y.K.'s SHIN-I-M. (Bombay Line) left Bombay for this port direct on the 1st Sept. and is expected here on the 19th September.

The N.Y.K.'s MISHIMA MARU (European Line) left Singapore for this port on the 2nd Sept. and is expected here on the 7th September.

The N.Y.K.'s WAKASA M. (Liverpool Line) left Singapore for this port on the 2nd Sept. and is expected here on the 7th Sept.

The Ben Line's BENALDER from Grangemouth, Leith and London, left Singapore for this port on 4th instant and may be expected to arrive here on or about 10th instant.

The P. & O.'s NANKIN left Singapore for this Port on the 4th instant at 6 a.m. with the outward English Mails, and is due here on the 9th instant at about 8 a.m.

The R.M.S. EMPRESS OF RUSSIA arrived at Yokohama on 3rd September, left there 4th September, and is due at Vancouver, B.C., on 13th September.

The R.M.S. EMPRESS OF ASIA arrived at Yokohama on 6th September a.m. left there 7th September a.m. and is due at Hongkong on 18th Sept. a.m.

The s.s. LYCAON (Blue Funnel Line) left Shimoda on 5th inst. for London, Amsterdam and Hamburg via Hongkong. Vessel is due here on 9th inst. and will sail, as above, on 10th inst. at noon.

The N.Y.K.'s KAGA M. (European Line) left Shanghai for this port on the 6th September, and is expected here on the 9th Sept. inst.

The N.Y.K.'s NIKKO M. (Australian Line) left Thursday Is. for this port via Manila on the 5th Sept. and is expected here on the 17th September.

The R.M.S. EMPRESS OF JAPAN, arrived at Shanghai, on 4th September, left there 7th September, and is due at Hongkong, on 9th Sept. noon.

TO-DAY'S PICTURES.



WELL-KNOWN SCENARIO WRITERS.

Mr. and Mrs. John Emerson, well known scenario writers, sailing for Europe from the States. Mr. Emerson is president of the Actors' Equity Association while Mrs. Emerson is better known as Anita Loos.



HEAD OF MARINE CORPS.

Major General John A. Lejeune who has been appointed Commandant of the U. S. Marine Corps. General Lejeune succeeds Major General Barnett who was commandant for six years.



OFF TO PALESTINE.

Sir Herbert and Lady Samuel, photographed just as they were to leave England for Palestine.



MAKES YOUR HAIR CURL.

At the beauty show with live models, recently held by the American Hair Dressers' Association, among the many appliances for aiding woman's crowning glory was a machine that will wave up to fifty-two curls at one time.



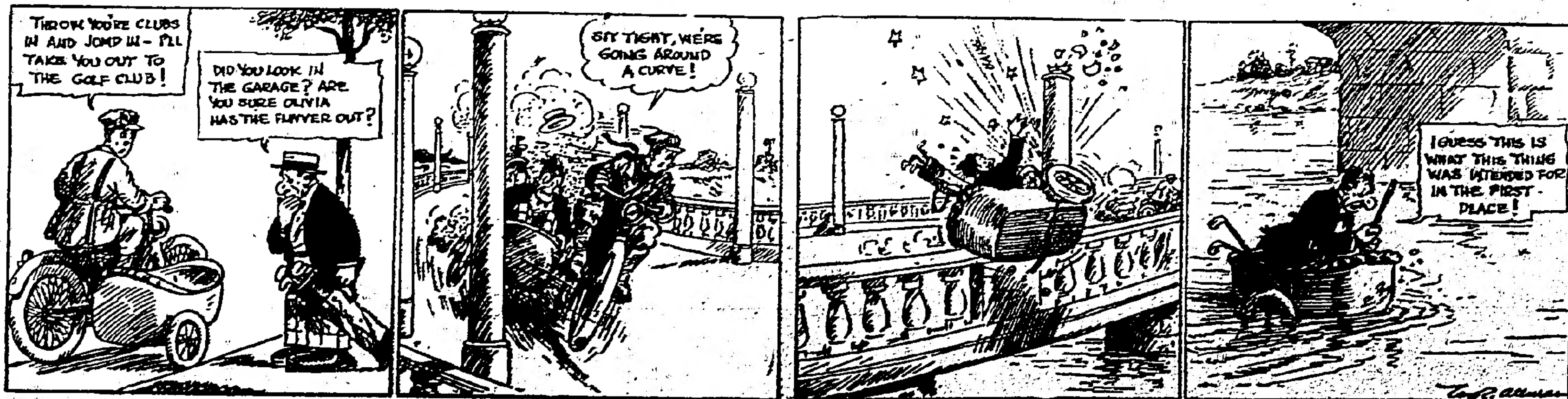
A NEW VOGUE.

Miss Irene Wilson and Miss Elna Wheaton of the "Night Boat" company at the New York Hippodrome, who have begun a campaign against the high cost of living by wearing high boots which will eliminate expensive shoes and and silk stockings.

DOINGS OF THE DUFFS.

Tom Gets a Little Thrill.

BY ALLMAN.



NOTICES.

AMERICAN EXPRESS COMPANY.

Established America 1811 Europe 1891.

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BRUSSELS	LONDON	SOUTHAMPTON
BUENOS AIRES	LUCERNE	SHANGHAI
CHRISTIANIA	MANILA	STOCKHOLM
COBLENZ	MARSEILLES	TORONTO
COPENHAGEN	MONTREAL	VALPARISO
GENOA	NAPLES	YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAWSHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

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Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers Cheques, and
Letters of Credit.
Bills of Exchange negotiated and collected
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Pesos, Tact and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON.

MANAGER.
Hongkong.

resolution supporting prohibition. The resolution asked for the endorsement of the Eighteenth Amendment and the Volstead Act. The resolution was tabled.

"We are here to do the work of the convention," said Bishop Charles Tyler Oimstead. "I do not see any sense in this at all."

NO FUNDS FOR ENFORCEMENT.

It is a surprising but eloquent commentary on the lack of responsibility with which Congress passed the Volstead Act, that the Department of Justice of the United States declares that owing to the failure of the National Legislature to provide the necessary funds, the Act is not enforceable. District Attorneys have notified the department that they need the assistance of special attorneys for the prosecution of violators of the Act. Congress has not appropriated money for the payment of such attorneys. The department is therefore faced with the alternative of drafting men from other of its branches, or allowing the number of violation cases to accumulate. If Congress had been truly desirous of saving the drastic Volstead Act from becoming a farce, it perhaps would have made a more intelligent effort to assure the law's effectiveness. But it has long been recognized that members of Congress put the measure through only under the whip of an active and unscrupulous "dry" faction. Once put on the Statute Books, Congressmen were little concerned about its fate.

PROHIBITION KILLS THE HOTEL.

There has been much discussion of the effect of prohibition on the hotel business. Some definite views on this subject came from John M. Bowman, the greatest hotel man in the world. He controls the famous Pershing square group of hotels in New York the Commodore, the Biltmore, Manhattan, among the largest existing hostilities. He controls hotels in Cuba, will erect a colossal hotel on a well-known site in London, and speaks with more authority than any other man on all matters relating to hotels. The New York Tribune on June 26 printed an announcement of the shutting of the famous Hotel Manhattan, situated at 42nd Street, next to Times Square, the busiest spot in New York. The hotel is to be remodelled into a "skyscraper" office building. The announcement concludes as follows:

"Mr. Bowman (owner) said yesterday that prohibition had much to do with the failure of the Manhattan to produce the necessary returns. With prohibition, Mr. Bowman said, it became impossible to run such a hotel as the Manhattan except at a loss."

Attempts have been made by the prohibition forces, especially of other countries, to show that American hotels have not suffered through prohibition. Mr. Bowman's experience is the best answer. The Manhattan, so well situated, with a great history and famed among travellers the world over, could not withstand the onslaught of prohibition. There is much reason to believe, therefore, that large numbers of hotels throughout the country, less fortunately situated than the Manhattan, have also felt the pressure that cessation of the sale of liquor has brought with it.

WATER RETURN.

Level and Storage of water in Reservoirs on Aug. 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

Station	Level with water	Level without water
Tsiam	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Storage
Tsiam	100.00
Tsiam Hill	100.00
Tsiam Hill	100.00
Tsiam Hill	100.00
Tsiam Hill	100.00
Tsiam Hill	100.00
Tsiam Hill	100.00
Tsiam Hill	100.00
Tsiam Hill	100.00
Tsiam Hill	100.00

KOWLOON WATERWORKS LEVEL.

Station	Level with water	Level without water
Tsiam	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
Tsiam Hill	100.00	100.00
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STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	Storage
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A. H. HOLLINGSWORTH.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:

Kwong-shan, Jervis Street, from Shanghai.

Tong-tack Stationery, Central Wellington Street, from Amoy (2).

Palming Kramlin from Shanghai.

Lun-ching-see, from Amoy.

Dash-koff, from Vladivostok.

Fock-sang-loong, from Shanghai.

Torru Maru, from Kobe.

Tok-sing-hang, from Shanghai.

Yusuf, from Shanghai.

N. LUND.

Act. Superintendent.

Hongkong, Sept. 3, 1920.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

Fletcher, from Amoy.

Geoffrey Nee, Hongkong Hotel from Manila.

Gerdan, Cable Office from New York.

Geus, from Amsterdam.

Naitokonosuki, Shosen, from Keelung.

Rawlins, from Amoy.

M. E. F. AIREY.

Superintendent.

Hongkong, Sept. 2, 1920.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

Time	From	To
7.00 a.m.	Peak	Wong
7.30 a.m.	Peak	Wong
8.00 a.m.	Peak	Wong
8.30 a.m.	Peak	Wong
9.00 a.m.	Peak	Wong
9.30 a.m.	Peak	Wong
10.00 a.m.	Peak	Wong
10.30 a.m.	Peak	Wong
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